



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XVII

CHICAGO, ILLINOIS, SEPTEMBER 15, 1898.

No. 3.

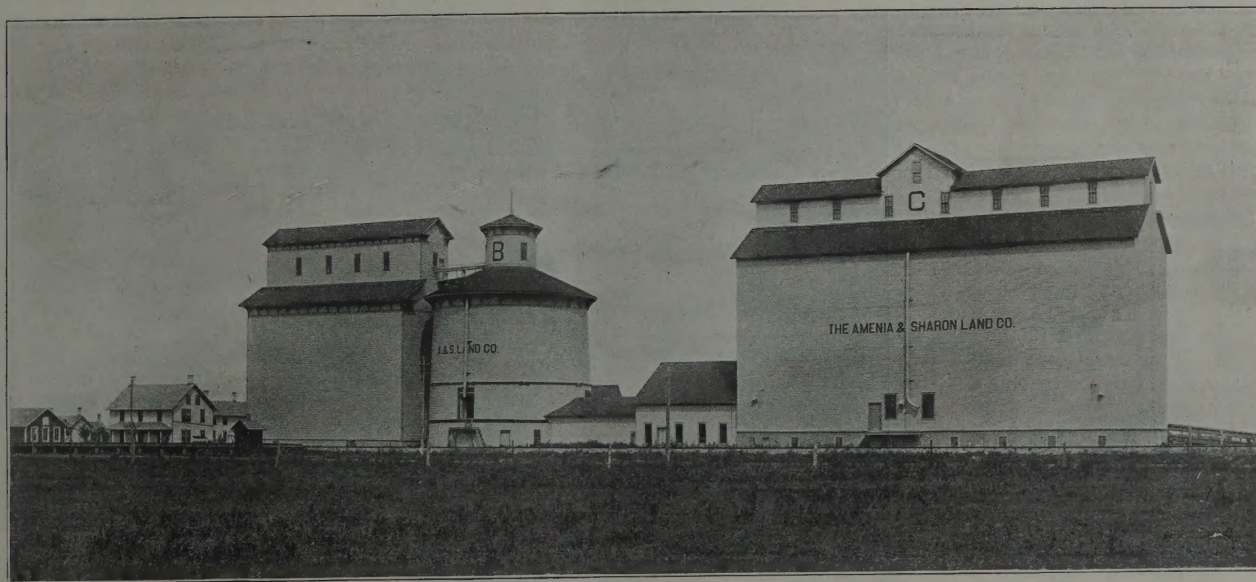
{ ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.

THE "POSTAGE STAMP FARM" AND ITS ELEVATORS.

The critic of the government's Omaha Exposition souvenir two-cent postage stamp, whose censure of the artist in the Farm Implement News was referred to in our last issue, may have been "out West" himself, but his bold dictum that the stamp artist could not have traveled in the country of bonanza farming because he has pictured a plow that is an "out-of-date and superannuated

ated," but we rather guess they were not so when the photograph was taken, one day in 1889, out there in North Dakota, on one of the farms of the Amenía and Sharon Land Company, about two miles from Amenía. At any rate, they were recent enough for an up-to-date company whose farming operations covered at that time some 6,000 acres, this particular farm being one of 640 acres which the company were plowing with their own team. The gentleman sitting on the buckboard, in the left foreground, with the dog by his side, is Elihu

Bonanza farming, so called, is not exclusively an American institution, but since early in the seventies it has been conceded characteristically American. Introduced successfully first in California upon the great tracts of land held there by American owners of the ancient Spanish grants, it was a natural development of the vast prairies of the far Northwest when that rich domain of wheat lands was opened to settlement. The Amenía and Sharon Land Company was, therefore, one of the earliest of these companies, having been organized



ELEVATORS "B" AND "C" OF THE AMENIA & SHARON LAND CO., AMENIA, N. D.

model" which probably "never was in general use anyhow," reminds one of those good things which the lamented George Du Maurier used to contribute to Punch and Harper's, under the general title, "Things that were better left unsaid." The critic no doubt felt safe in jumping on the artist, because designs of this sort which artists "draw" are usually "made up out of their own heads;" but it so happened that this particular design was not "made up" at all, but is a very faithful reproduction in miniature of a photograph of an actual plowing scene in the Northwest, as the reader will see by comparing the new stamp with the larger reproduction in halftone of the same photograph, which is printed on the following page.

No, Mr. Critic, the plows may be "superannu-

T. Barber, now of Waterbury, Conn., then foreman of one of those farms. His shirt is not exactly the "biled" kind our critic complained of as so grossly out of place on a postage stamp, but they do wear such out West, where this picture came from, occasionally, and it is rumored that they even wear diamonds on particularly swell occasions. Directly in front of Mr. Barber, sitting on the plow, is Ed. Neybakken, now of Casselton, N. Dak., while back of Mr. Barber, standing up in the wagon, is Mr. Sam. White, now of Steele, N. Dak., also a farm foreman. So the evidence is pretty conclusive that, after all, if the stamp artist was never "out West," he at least had a model that was; and his critic will have to try again.

in 1875 at Sharon, Conn. Beginning with a few thousand acres, the company's possessions of lands have grown with succeeding years until the company now has under cultivation some 25,000 acres of land, divided into farms averaging about 640 acres each, with good buildings on each, occupied by tenants.

In the proper management of so large a farm it became necessary, of course, to build storage houses for their grain. These, as will be seen by the pictures accompanying this article, have been constructed in the most substantial manner. The three houses shown, Elevators "A," "B" and "C," are all located at Amenía, the headquarters of the company. Elevator "A" is a comparatively small house, having capacity of about 20,000 bushels

only. It is reserved, however, for the storage of seed wheat exclusively, the pure Blue Stem Wheat raised by the company for seed purposes. Near by is a feed mill belonging to the company, the machinery of both of which plants is operated by a 29-horse power Otto gasoline engine.

Elevators "B" and "C," shown in the largest cut, have a storage capacity of 250,000 bushels, elevator "B," with annex, holding 105,000 bushels, and Elevator "C" 135,000 bushels. These two houses, virtually one plant only, form considerably the largest elevator plant in the state of North Dakota, the next largest having capacity for only



ELEVATOR "A" OF THE AMENIA & SHARON LAND CO.

100,000 bushels. The machinery of elevators B and C is operated by Otto gasoline engines of 29 and 35-horse power respectively.

The company has in operation, also, an elevator at Chaffee, on a branch of the N. P. road, around which a thriving village is now growing up. For this house is a public elevator and has a rich wheat country to serve as an elevator does in that country. The elevator has a feed mill adjoining, the two plants being operated by a 25-horse power Fairbanks-Morse gasoline engine. The company is building at Chaffee a seed elevator also, of capacity of 20,000 bushels, which, like Elevator A at Amenias, will be used only for the storage of pure Blue Stem Wheat for seed. The machinery of this house, which is in charge of A. L. Peart, is operated by a 5-horse power gasoline engine.

Another of the company's elevators is located at Lynchburg, N. Dak., the market center of an immense tract of the company's lands; all of which is under cultivation in farms of 640 acres each.

All of these elevators are used in the first instance by the company for the storage of their own wheat, and also for transacting a general receiving and shipping grain business; and in a good crop year they will handle about one million bushels of wheat.

In connection with the North Dakota elevators, the company operates a small elevator at West Superior, Wis., known as Elevator R, which has storage capacity for 25,000 bushels only, but has large handling and cleaning capacity. Its machinery is operated by a 25-horse power Otto gasoline engine.

The immense business of the Amenias and Sharon Land Company, both of farming and of handling grain, is conducted by H. F. Chaffee, as president and general manager, and Walter R. Reed as treasurer, who give their personal attention to the details. These gentlemen are also treasurer and secretary respectively of The John Miller Co. (incorporated), doing a grain commission business at Duluth and Minneapolis, the president and general manager of the latter company being the Hon. John Miller, ex-Governor of North Dakota, who was for over fifteen years superintendent of the Dwight Farm and Land Co., which owns about 30,000 acres in Richland and Steele counties. He has for the past two years resided in Duluth in order to give his entire time and personal attention

to the business of The John Miller Co., to undertake which duty he was obliged to resign office in North Dakota.

THE CARGILL COMPANY EXPANDING.

The W. W. Cargill Company of La Crosse, Ws., has come into possession of the line of elevators, fourteen in number, on the Winona and Southwestern Railroad, extending from Winona, Minn., to Osage, Iowa, formerly operated by the Lamberton Elevator Company of Winona. The houses, which are located at Winona, Rollingstone, Altura, Horton, Predmore, Simpson, Judge, Stewartville, Racine, Little Cedar, Spring Valley, Le Roy, McIntire and Osage, have a total storage capacity of about 500,000 bushels, and will be operated by the Cargill Company in connection with their Iowa, Minnesota and Wisconsin business, the company having taken charge of the new accessions August 22.

The Cargill Company have handled something over 2,000,000 bushels of grain per annum through La Crosse and Green Bay. At the latter point the company has an elevator for making lake shipments. This particular house has lately been thoroughly overhauled for new machinery, including an entirely new power plant, in anticipation of an enlarged business at this terminal.

THE AIR LINE ELEVATOR BURNED.

The burning of a great elevator is one of the most superb of spectacles. Grain makes a hot fire and wood a brilliant light, which, burning at night, illumines the whole visible heaven, apparently. The burning of the Air-Line wheat elevator, also known as the Northwestern Railroad Terminal Elevator, at Chicago, on the night of August 20, was no exception, the brilliant flame, or its brilliant reflection on the vault of the heaven, being visible from all parts of the Greater Chicago, while in the heart of the city, near which the elevator stood, the spectacle, as a counter attraction, soon emptied the theaters of their audiences, the burning hav-



THE "FARMING IN THE WEST" SCENE REPRODUCED ON THE OMAHA TWO-CENT STAMP.

ing been witnessed from housetops, bridges and wharfs of the river by no less than 300,000 people, according to the estimates.

The fire was caused by an accident to the night watchman. When he went to light the gas in the east end of the building, a gaspipe plug blew out, breaking his lantern and igniting the gas, which shot through the room, setting fire to the building. An alarm was turned in immediately, but long before the fire department arrived the plant was doomed.

This elevator, which was 400 feet long by 150 feet wide, eight stories high, with capacity of 700,000 bushels, was built in 1872, replacing the house on the same site burned in the great fire of 1871, which had been built by George Armour. The burned elevator also was built by George Armour or by Munger, Wheeler & Co., his successors on

the site, at a cost of about \$400,000. Munger, Wheeler & Co. operated it until about ten years ago, when they sold to an English syndicate called the City of Chicago Grain Elevator Company, which corporation named was changed in 1894 to the Chicago Terminal Elevator Company, organized under the laws of the state of New York. The Chicago officers of this company are: P. B. Ware, general manager, and E. W. Thompson, secretary.

During the last year the elevator was remodeled to be used as a general cleaning house for all the elevators of the company in the city, and it has since been used for that purpose mainly. At the time of the fire the building contained very little grain. The morning report showed only 150,000 bushels of corn and rye, with perhaps a thousand bushels of wheat, in the bins, of which 70,000 bushels of corn were loaded out during the day. The insurance on the building, valued at \$200,000, amounted to \$100,000, while that on the grain was ample to cover the losses.

MORE ELEVATORS AT NEW ORLEANS.

The "American Elevator and Grain Trade" had occasion in the August number to refer at length to the elevators and shipping facilities for grain at New Orleans, illustrating the article with pictures of existing elevators. It now appears that in addition to those houses the Illinois Central road is preparing to build another elevator to handle the increasing grain business of that terminal, and has made a proposition to the city to build a levee from Stuyvesant docks, where the fine modern elevator recently constructed stands, to the upper city limits, this levee to be wide enough to accommodate three railway tracks. In the event of the city's acceptance of the proposition, the Illinois Central company would build another elevator at some point upon this levee. There seems to be opposition to the Illinois Central's proposition, however, although the business interests of the city are anxious to enlarge the grain trade of the port by every legitimate means. The pressure for more grain storage and handling facilities is becoming

so great, however, that it is stated unofficially that the company will build at Southport or at some point above that terminal where lands on the river front may be obtained cheaply.

The Millwall Dock Company (English) has been able to save \$6,500 in six months in wages by using improved machinery for handling grain. Objection was made at first, said the chairman in his report to the company, that the machinery took out the dust and dirt. People who had sold grain by sample containing impurities were more concerned with the quantity than with the quality of what was delivered, and the machinery, by taking out the dust, reduced the quantity without increasing the price. The objection being insuperable, the company had adjusted the machinery to handle the wheat, dust and all.

CEREALS OF NORWAY AND SWEDEN.

The Agricultural Department devotes Bulletins No. 7 and No. 8 of "The World's Markets for American Products" to Norway and Sweden. From these we obtain the following facts interesting to the grain trade. The statistics of production used are for the years 1890 for Norway and 1894 for Sweden. The production of cereals was as follows:

	Norway.	Sweden.
Wheat (chiefly winter), bu.	35,253	4,362,024
Rye, ditto	75,596	19,312,257
Barley	478,425	14,283,696
Meslin (mixture of barley and oats)	172,995	9,033,032
Oats	1,372,743	63,395,702

Norway's chief cereal imports are rye and barley. The Norwegians prefer rye to wheat bread, besides wheat is too costly for general use. The imports of rye (1894) were valued at \$1,723,670; rye flour, \$965,850; barley, \$1,723,670; wheat flour, \$1,284,740; wheat, \$119,660; corn, \$8,660; oats, \$17,150; malt, \$217,400. The United States' general share of the direct import trade of Norway (1894) was 2.97 per cent., the products sent thither by us being mineral oils, hides, grease, tallow and meat, also flour (1894) valued at \$92,000, against \$336,100 in 1893; barley (1894), \$2,970; wheat (1894), \$7,260, against \$47,910 in 1892; corn (1892), \$19,270. Sweden is a much larger general buyer, but not from the United States, her imports of cereals from the United States having been (1894) as follows:

Wheat	\$353,241
Wheat flour	37,890
Starch	49

The United States' share of the total import trade (direct) of Sweden, 1894, was only 1.77 per cent.

TWO ILLINOIS TRAVELING MEN.

The largest grain receiving firms of the Chicago Board of Trade are represented in Illinois territory and the West by traveling representatives. A composite picture of all of these gentlemen would depict an individual suave, debonaire, and above all, popular. They are energetic, too, and were it not that the writer is averse to using expressions taken from the forceful if not elegant language of slang, he would write as the true expression of their ability, they are "hustlers." The country grain man welcomes their coming, for where they are the sun never hides his face. It is said, too, that if the market has declined, leaving the country dealer with a well-stocked elevator and cribs, the traveling representative takes the grain in such a cheerful manner that the dealer pockets his loss as a positive pleasure. The accompanying portraits represent two of these traveling representatives, and short sketches of others will follow in subsequent issues of this journal.

L. B. WILSON.

L. B. Wilson, with Ware & Leland, was born on a farm six miles northwest of Wellington, Ill., May 31, 1869. His father was J. B. Wilson, a prominent grain dealer of Wellington, who built the Strawn & Indiana State Line Railroad and occupied the position of president of the road until it was consolidated with the C. & E. I. Railroad. Mr. Wilson was junior partner, until six years ago, with his father in the grain business, under the firm name of J. B. Wilson & Co. The business was carried on at the three stations of Wellington, Hickman and Goodwine. The firm did a very large business, and Mr. Wilson had full charge, with headquarters at Hickman. The elevators at the three stations had a combined capacity of 230,000 bushels.

After leaving Hickman, Mr. Wilson spent a year in the West, when he removed to Chicago, associating himself as traveling representative with Rumsey, Lightner & Co. His territory included Illinois and Iowa. After leaving this firm he engaged in the grain brokerage business at Hoopston, Ill. While at this point he represented the firms of Rumsey, Lightner & Co. of Chicago, Frick Export Co. of Baltimore and R. A. Yellowlee of

New York City. He sold out his brokerage business at Hoopston last spring and engaged as traveling representative with Ware & Leland, which position he now fills.

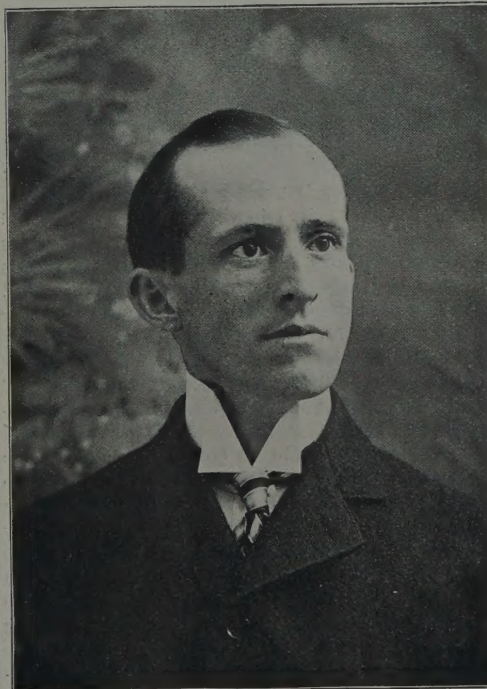
JOHN F. HOWARD.

John F. Howard, or Jack Howard, as his friends familiarly call him, was born in the little town of



JOHN F. HOWARD.

Constantine, Mich., Aug. 15, 1868. His early boyhood days were passed at this place, and his youthful history, if the old residents of that place are to be believed, was after the pattern of Tom Sawyer, the hero of Mark Twain's popular juvenile story.



L. B. WILSON.

Mr. Howard is eminently fitted for the position which he now holds as traveling representative for the Calumet Grain & Elevator Co. He was for a number of years in the general offices of the Wabash and later of the Rock Island Railroad, and gained much information here which proved of value after he had associated himself with the grain business. He left the railroad company in 1888 to accept the position of office manager for

Lasier, Timberlake & Co. He filled this position creditably until 1894, when he was offered and accepted the place of floor salesman on the Board of Trade for H. Linebarger & Co. He left this firm one year later to accept the position which he now fills for the Calumet Grain & Elevator Co. His territory is Illinois exclusively, and he travels principally over the C. & E. I., Wabash and Illinois Central railroads. He is a member of the Chicago Board of Trade and is a salesman on the floor of the exchange as well as traveling representative.

Mr. Howard is very popular among Chicago dealers and has very many warm friends in the districts of Illinois which his territory embraces. He is well known in the social circles of Englewood, where he resides, and is a member of the Harvard Club of that place. He is also a member of the Chicago Athletic Association, and conforms largely to the habits of the Eastern man; for, in connection with his business, he takes plenty of wholesome recreation.

ERIE CANAL TROUBLES.

It is claimed that the piers in East River, known as Nos. 3 to 8, occupied for the past ten years by the New York Central Railroad, are unlawfully possessed by that company, and an effort will be made to dislodge the railroad. The piers, by an act of the Legislature of 1882, were set apart for the exclusive use and accommodation of canal boats and barges operating in the Hudson River north of Castleton, or going to tidewater from the canals of the state, arriving in New York from Albany or any place north or west of that city, and for the use of lighters engaged in loading or unloading such boats or barges. The charter of the Greater New York grants to canal-boatmen the same privilege.

Recently a writ of mandamus was asked for, requiring the Board of Dock Commissioners to dispossess the New York Central Railroad of the piers in question, but the court dismissed the action on a technicality; so that a new start will have to be made in the legal proceedings. That the canal-boatmen are deprived of their rights and privileges at these piers is alleged by Capt. Melvin De Puy of Buffalo, who recites in the affidavit upon which the writ was based, that he "recently wrote to the dockmaster saying he had a large fleet of boats about to start for New York, and asking for the accommodation of his vessels at some of the piers in question; and that he received in reply a letter from the New York Central Lighterage Co., not the dockmaster, refusing the request, because "the lighterage company needed all of the space for its own use."

It appears that back of the proceedings for mandamus is the Consolidated Canal & Lake Company, capitalized at \$1,500,000, organized by certain large grain and flour shippers of Minneapolis, Duluth and Buffalo, who are fighting for the piers, while on the other side are the New York Central and Erie roads, which are, of course, now as always, fighting the canal and its business.

A MILLION-BUSHEL PLANT.

The Peavey Grain Co. of Chicago will build a 1,000,000-bushel elevator as an addition to its Elevator "B" located on Calumet River, between 102d and 103d streets at South Chicago. The new elevator will be modern throughout, and Elevator "B" will be remodeled. The railway tracks will be rearranged, so as to give better receiving and shipping facilities. A marine leg of capacity of 30,000 to 40,000 bushels will be a feature of the new elevator, and it will be also equipped with a system of automatic sprinklers. There are at present two elevators on the company's property, and the completion of the new one will give a total capacity of 2,900,000 bushels.

The Burlington Railroad officials estimate Nebraska's corn crop at 200,000,000, beating both the national and state government reports.

CANADIAN ELEVATORS.

The elevator question is one that is now engaging the attention of the shippers and receivers of Canada; and so far as the receiving interests at Montreal are concerned, it is one of the most important of problems. From all present indications 1898 will be the banner elevator-building year in the Northwest; and it is said on authority that there is not an elevator company in Manitoba that is not adding to its storage facilities along every branch of the C. P. road in the province; but the fever for construction does not seem to have reached Montreal.

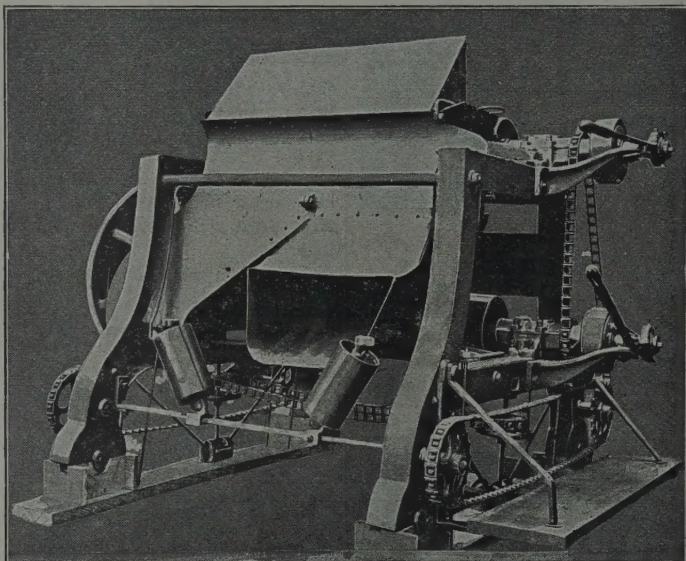
Prominent among the new elevators will be those of the Northern Elevator Company, ten of which are in course of construction at Oak River, Varcoe, Pretty-piece, Cypress River, La Salle, Starbuck, Elm Creek, Somerset, Swan Lake and Union Point, each of which will have capacity of 30,000 bushels. When these houses are completed, not to mention several others to be built later in the season, this company will have 102 elevators in Manitoba and the Territories. The Lake of the Woods Milling Company also are building five new elevators, while the Richardson Grain Company of Kingston, Ont., has rebuilt a house at Sydney burned last winter. The Manitoba Grain Company and the Dominion

frontage will be 2,100 feet, forming five steamship berths. Each of these berths will be provided with conveyors that will enable vessels to take on grain and cargo without moving from the original position. The elevator, which has a capacity of 250,000 bushels, is being increased to 1,000,000 bushels' capacity, at a cost of \$150,000 for the elevator and conveyors, there being 2,500 feet of the latter. There are four conveyors, one being double-decked, which have a loading capacity of 6,400 bushels an hour and can load four steamers simultaneously.

The Hilda, the first of two steel grain barges that are being built for the Prescott Elevator Co., was launched in Toronto in August. The barge is 180 feet long, 30 feet beam, and 14 feet deep, having a canal draft of 40,000 bushels of wheat. She is built entirely of steel, even the decks.

AN IMPROVED SELF-PROPELLING TRIPPER.

Our illustration shows a new and improved self-propelling tripper manufactured by the Dodge Mfg. Co. of Mishawaka, Indiana, by whom a large number have been erected in vessel-loading elevators. It has been the custom heretofore when loading grain into vessels to use only one tripper on



AN IMPROVED SELF-PROPELLING TRIPPER.

Elevator Company will both add to their storage capacity, while Bready, Love & Tyron will build thirteen or fourteen new houses in Manitoba and the Territories.

To handle its share of the grain collected by the new houses and the old ones in its territory, the Grand Trunk road has in Montreal but two elevators, "A," on Wellington Street, with capacity for 400,000 bushels of grain and 60,000 barrels of flour, and "C," on Mill Street, with capacity of 600,000 bushels of grain, both operated by the Montreal Warehousing Company. During 1897 there was handled through these houses 6,374,204 bushels of grain and 96,000 barrels of flour. Up to July 1 of this year the houses had handled 3,579,735 bushels of grain and 43,129 barrels of flour, considerably more than half last year's business, with the heaviest half year's business still to be transacted. The general manager of the road has declared his belief that at least one more elevator in Montreal of no less than 1,500,000 bushels' capacity is needed to transact the grain business of the port; but so far as we are informed there appears to be no movement to supply the need at present.

The Canadian Government Railway System (I. C. R. R.) has asked for bids on a grain elevator to be erected at Halifax, N. S., to which the city contributes \$50,000.

The Canadian Pacific Railway Co. is improving the wharf facilities at St. John, N. B., by extending the wharves and warehouses, the city assisting. The new wharves will cover 14 acres, 2½ acres of which will be warehouse floor space. The wharf

each belt, making it necessary to cut off the grain in order to move the tripper to another hatch, and also while trimming the hatch when it becomes nearly full. A long experience in loading in vessels in this way has suggested the present machine, which is now offered to the grain trade only after a series of careful trials of its performance.

The principle is very simple. By using a tripper with a split discharge spout at the first part of the belt and an ordinary tripper further on, a continuous stream of grain can be conveyed. Grain can be discharged into an empty hatch by means of the first tripper until it is nearly full, when the larger part of the grain is spouted back on the belt and carried to the second tripper, using only a small amount of grain in the first tripper to trim the hatch. The entire amount of the grain can then be delivered to the second tripper, and the first moved to another empty hatch. The saving of time loading in this way, it is apparent, will soon pay the cost of the additional tripper. Full information will be furnished by the manufacturers.

A giant harvester, at work in the wheat fields of the San Joaquin Valley, California, is described as a machine that will cut, thrash and sack 100 acres of wheat daily, the sickles cutting a swath 52 feet wide. A description of the machine says it is arranged with a central body, which is the regulation 26-foot harvester, on each side of which is an auxiliary 13-foot sickle. Eight men are required to handle it, and they can harvest 1,400 to 1,800 sacks of wheat per ten hours.

DOTS. AND DASHES

The receipts to August 25 of the Minnesota grain inspection department were over \$7,000.

Sedgwick County, Kansas, exhibits at the Omaha Exposition stalks of corn measuring 14 feet in length.

The State Grain Inspector's office of Kansas, for the year ended June 30, cost \$3,305.05, and earned \$2,354.72.

The wheat crop of Eastern Oregon and Washington has exceeded earlier estimates, necessitating a larger supply of bags than wheat buyers anticipated.

Buffalo recorded as arrivals on August 30 more than a million bushels of grain and flaxseed, which with lumber in and coal out made the biggest day's business for several months.

The Burlington and Missouri River road has been stocking up on grain-car doors, of which last season the road in Nebraska used over 300,000. But few of these were returned.

Samples received in London of Black Sea wheat have been fine, indicating a good crop; but it appears that in several governments of Russia the crops are so short as to suggest a possible famine as bad as that of 1891.

It is not likely the Air Line Elevator at Chicago, burned as recorded in another column, will be rebuilt, the Northwestern Railroad desiring to extend its yards over the site. The elevator carried \$150,000 of 6 per cent gold bonds, which will be retired.

D. J. Kistler, agent of the Pacific Coast Elevator Company at Tekoa, Wash., has contracts to furnish 50,000 wheat bags against a total of only 46,000 last season, indicating a larger grain business than last year, when the company handled 120,000 bushels of wheat.

Iowa farmers have been marketing their old corn very freely during the summer at about 25 cents. Some of this corn was two and three years old, and cribs are now pretty well cleaned out in many parts of the state, and ready for Iowa's corn "bumper," expected to be cribbed this fall.

At Glenora, B. C., on the Canadian route to the Klondike, an Illinois prospector going in reports oats worth \$100 a ton and hay \$80. Horses for pleasure riding are not numerous at Glenora, which was at June 24 a town of one frame building, two log huts and several hundred tents, with 600 to 700 inhabitants.

The St. Louis bucket shops, which had not been paying the war tax on their trades, were notified by the department that arrests would be made unless the stamps were used, whereupon the dealers in wind concluded to materialize their windy deals, so far, at least, as the evidence of tax paid would do it. The Kansas City shops also surrendered for similar reasons.

A new market is about to be made for Minnesota and Dakota swamp grass. The Minnesota Grass Twine Co. has obtained possession of the plant of the Northwestern Cordage Company at Minneapolis, where cotton bagging, twine and grass mattings will be made from swamp grass, these products to be offered for sale in competition with Manila and Sisal twines from the Philippines and Yucatan and mattings from Japan. These products have been made for some time past at the same company's factory in Oshkosh, Wis.

The statistics of our foreign trade for the past fiscal year ended June 30 show that the Pacific and Great Lake ports gained more than the Atlantic and Gulf ports both in the import and export trade. There was a loss, of course, everywhere, in imports, the general decline being 19.3 per cent, but the Gulf Coast ports lost most heavily, 29.9 per cent, probably on account of the war, for these ports failed to get their share of the general increase 17.3 per cent, in exports also, their share being only 8.6 per cent, while the Pacific ports gained 25.7. The northern border ports made the largest percentage gain in exports, 27.3.

STEEL STORAGE ELEVATOR AT FORT WILLIAM, ONT.

The Canadian Pacific Railway Company has had confidence in the agricultural future of the western provinces of the Dominion of Canada. And that confidence has as yet received no trial. On the contrary the development of those provinces has thus far justified the expenditures of the railway company designed to meet the requirements of the grain growers and shippers. At the great western lake port of the road, Fort William, Ontario, on the Kaministiquia River, one mile from Thunder Bay, the company long ago put in operation three wooden elevators of 1,250,000 bushels each, built as the traffic called for them; but as the road is now handling from 25,000,000 to 40,000,000 bushels of grain at this point, the older houses have become inadequate, and the steel elevator about to be described was called for.

The elevator plant illustrated by the engraving accompanying is one of the largest storage and grain handling plants in the Northwest, having a storage

and 60 feet high, with capacity of 31,240 bushels each. They are arranged in four parallel rows, with two rows of smaller tanks in the center. The tanks are built on foundations of steel girders laid in concrete, the entire tank being of steel without interior framework or support. The plates are of graduated thickness, the thickest being at the bottom. The roofs are cone-shaped, with a rise of six feet at the apex, where is a spout opening. The roof also is constructed of steel plates riveted together, the steel rafters and tie beams, by an ingenious appliance, being fastened to rings, which are connected by short upright steel girders acting as posts, thus forming a truss which makes the roof self-supporting.

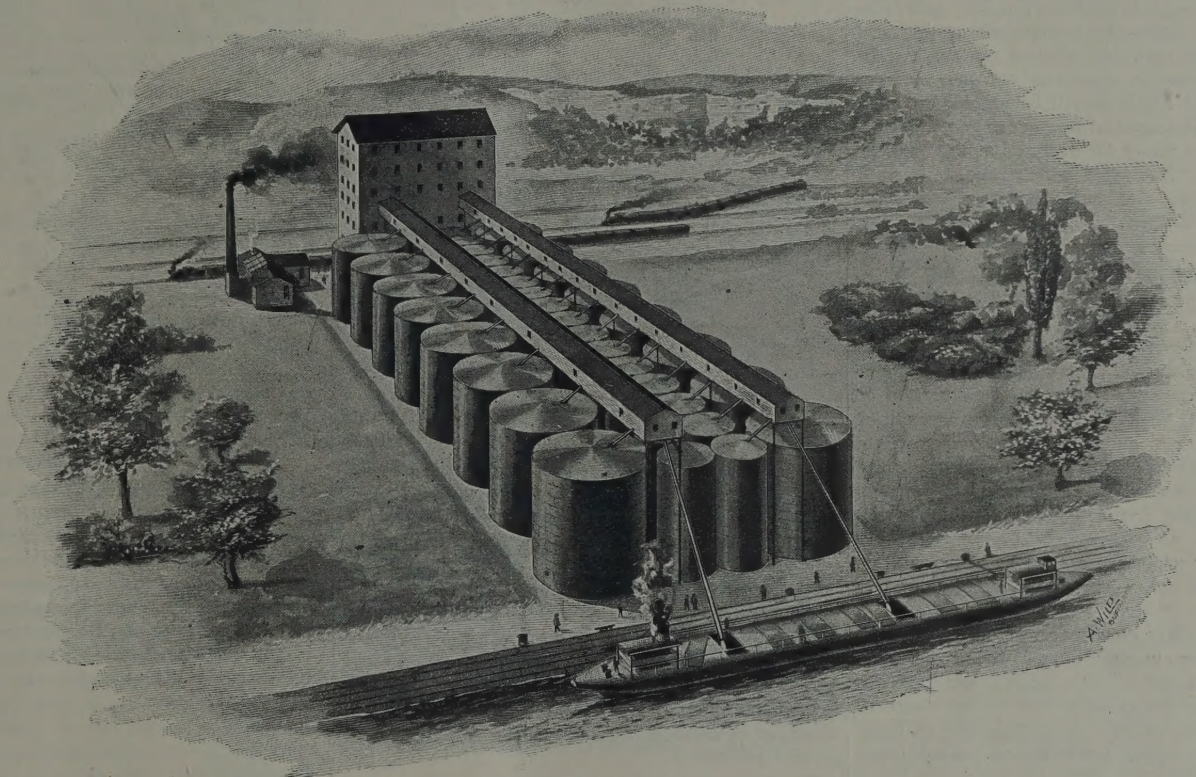
The handling house, seen in the background of the picture, corresponds to the elevating department of the ordinary elevator. It is an immense structure 140 feet high, and 102 feet long by 42 feet wide, built of structural steel, with $\frac{1}{4}$ -inch steel floor plates supported on I beams, the steel frame being covered with heavy corrugated steel. This building contains the scales, four steel circular

The strong points of this plant are in brief the following: The saving of insurance, the plant being absolutely fireproof, and as no insurance will be carried, the saving of premiums is expected to pay the first cost of the plant in seven years; also the preservation of the grain in the physical condition in which it is stored, and the absence of vermin.

The plant is now completed; and when recently tested, the machinery in operation proved entirely satisfactory.

GRAIN ELEVATORS OF RUSSIA.

There are fifty-six elevators in Russia, of which fifty-four belong to the railway companies; one to the Zemstvo, or Provincial Assembly of that locality, while one in St. Petersburg is private property. The storage capacity of all these houses is 9,389,112 bushels, while the quantity of grain passing through them in 1895 was 27,457,384 bushels. The largest elevator is at Novorossisk, on the north-east coast of the Black Sea, with capacity of 1,805,600 bushels; the next largest is at Nicolaevsk, also



STEEL TANK ELEVATOR, CANADIAN PACIFIC RAILWAY, FORT WILLIAM, ONTARIO, CANADA.

capacity of over 3,000,000 bushels. The work of construction was begun under contract by the Steel Storage and Elevator Construction Co. of Buffalo, N. Y., last fall, and the plant is now practically completed, ready to handle the wheat crop of 1898, which is the largest the Canadian West has ever harvested.

The picture shows a novel construction but one by no means unfamiliar to the readers of the "American Elevator and Grain Trade." Two ideas involved, however, may be brought to the reader's attention as distinguishing features of this type of elevators, to wit, the entire separation of the storage department from the machinery for weighing, cleaning, grading and moving the grain; and, second, the use of the air-tight steel tanks for storage of grain, the principle commending the air-tight tank system being that while air is essential to the life and growth of vegetable matter, it is injurious to matured grain which has within itself the means of its own preservation when protected from the influence of the outside air, which upon matured grain can only stimulate decomposition. The tank also prevents the mixing, heating and shrinking of grain and protects it from weevils, rats and thieves.

This particular elevator has in all forty-eight steel tanks, sixteen of which are 58 feet in diameter by 60 feet high, with capacity of 125,900 bushels each, the other thirty-two tanks being 29 feet in diameter

and 60 feet high, with capacity of 31,240 bushels each. They are arranged in four parallel rows, with two rows of smaller tanks in the center. The tanks are built on foundations of steel girders laid in concrete, the entire tank being of steel without interior framework or support. The plates are of graduated thickness, the thickest being at the bottom. The roofs are cone-shaped, with a rise of six feet at the apex, where is a spout opening. The roof also is constructed of steel plates riveted together, the steel rafters and tie beams, by an ingenious appliance, being fastened to rings, which are connected by short upright steel girders acting as posts, thus forming a truss which makes the roof self-supporting.

The handling house, seen in the background of the picture, corresponds to the elevating department of the ordinary elevator. It is an immense structure 140 feet high, and 102 feet long by 42 feet wide, built of structural steel, with $\frac{1}{4}$ -inch steel floor plates supported on I beams, the steel frame being covered with heavy corrugated steel. This building contains the scales, four steel circular

The power plant consists of one 400-horse power condensing engine, which, with three 66-inch by 16-foot boilers, with pumps, etc., is located in a separate building constructed of stone and steel. The power is transferred to the handling house by a 400-horse power rope drive.

on the Black Sea, with capacity of 1,023,200 bushels. The largest elevator at Odessa will hold 802,800 bushels, while the largest at St. Petersburg will hold 457,488 bushels.

The work done at these elevators consists of receiving, weighing and storing grain in silos; aeration of the grain by shifting it in the house on conveyors; weighing out and delivering into wagons or sacks, and also cleaning it at owner's request. The charges for these services are not at all uniform, but the maximum charge for all is 13 to 14 cents per quarter of 480 pounds, including one month's storage. The elevators are empowered to issue documents relative to the sale of the grain and advances of money made on it; while some of them are authorized to deal in grain on commission and to issue warrants affecting the grain in store. All these documents are in form and character similar to those in use by warehousemen in this country, after which they were no doubt modeled.

In connection with the statement that all the elevators except two in Russia are owned by the railways, it should be remembered that 74 per cent (19,468 miles) of the railways belong to the Imperial Government and only 26 per cent (6,774 miles) to private persons or corporations. The greater number of the elevators, therefore, belong to the state; while under the law of March 12, 1890, by

which all employees of railways are made subject to the military authority in case of mobilization, the private elevators also in that event become available for the use of the state to the exclusion of the public use, whenever the state declares it requires them.

It is also an interesting fact, in this connection, that of the 288,000,000 acres of arable land in Russia, only 80,000,000 are in the hands of individual owners, the balance belonging to peasant communities (93,000,000 acres) and to the Tsar and his family (215,000,000 acres). It needs no Philadelphia lawyer's wit to point out the fact that the Tsar is not far from being "The Whole Thing" in the grain business in Russia.

NEW TERMINAL AT MICHIGAN CITY, IND.

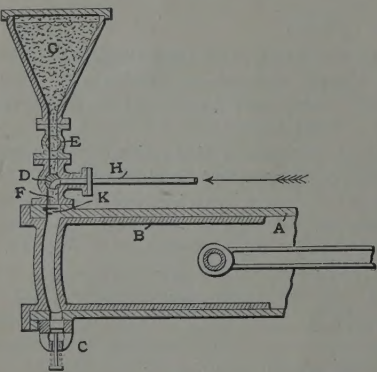
The information comes from Michigan City, Ind., that the Indiana Dock and Transportation Company has been organized to build docks and grain elevators in that city. The "Monon" route, C. I. & L. Ry. Company, is behind the project. Mr. John C. Van Atta of Brookston is manager of the new company, and as such has secured options on desirable dock property near the entrance to the harbor. Here an elevator will be erected to have 125,000 bushels storage and large transfer capacity, the building to be ready for business at the opening of navigation in 1899, after which time, it is said, the Lehigh Valley Railroad Company will load grain there for Buffalo.

USING GRAIN FOR COAL AS MOTIVE POWER.

The steady and increasing displacement of animal power, hand power, etc., by heat power calls for a corresponding augmentation in the consumption of fuel, chiefly coal. While there are large deposits of coal upon our earth, enough to supply our wants for several hundred years to come, nevertheless the unequal distribution of the same leaves large parts of many continents destitute of this valuable producer of energy.

All varieties of grain are carbon hydrates, and as such contain the two elements of energy, carbon and hydrogen.

Now, coal is absent chiefly from tropical or semi-tropical countries, in any of which corn can be grown, and from two to four crops a year are obtainable. One pound of corn consists of about 10 parts of hydrogen, 62 parts of carbon, and 28 parts of oxygen as to weight. Could not an internal com-



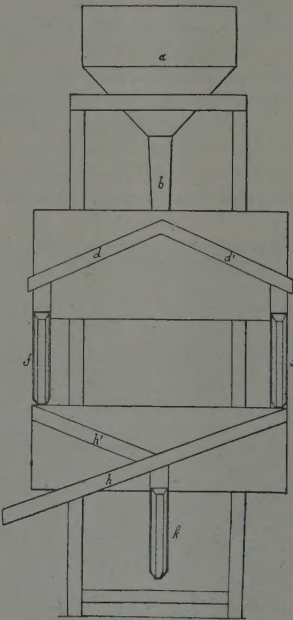
bustion motor be made to burn powdered corn somewhat on the plan of the accompanying sketch, in which A is the cylinder, B the piston, C a valve operated by a kinematic device to open and close at the right moment? Cock D makes a half revolution, while the crank shaft makes two, connecting with the fuel feeder G and air pipe H alternately. Cock E regulates the supply of fuel.

Such an engine would put cereal producing countries on an independent fuel basis, their produce would always be in demand, and much land which is now barren and useless could be made productive by irrigation.—L. Rudel in American Machinist.

Attend your association's meetings regularly.

A FRENCH GRAVITY SEPARATOR.

M. E. D. P. Recher has been granted a patent on a gravity separator for wheat, oats and other mixed grains, which is described about as follows: The grain is run into the hopper a, from which it falls through the spout b upon a series of inclined planes dd' in such a way as to take different routes according as the shapes of the grains are round or elongated, all grains of the same being collected in one place. Thus the grain having traversed the inclined planes dd', sloping to the sides of the machine, are carried by the conduits ff' to similar



planes hh', sloping toward the center and forming a V, and are carried away, those coming from the plane h' in the spout k, and the others at the end of the inclined plane h.

SWIFT IN THE GRAIN BUSINESS.

The question, Is Swift, the packer, going into the grain business? is one that has been sprung during the month, creating some interest in Chicago grain circles. There is probably no way of knowing what is the truth, at present, since projects of this sort are seldom heralded from the housetops until the business is actually ready to begin, or all details settled absolutely.

The rumor is based on the fact that a plat of 800 feet of land on the east side of Calumet River at One Hundred and Sixth Street, South Chicago, near the new Peavey elevator plant, was sold recently, the title being taken by Richard Fitzgerald, general manager of the new Junction Railway Company, and a relative by marriage of Mr. Swift. It seems certain an elevator will be built on this site, but by whom has not yet been made public. It is denied, however, that Mr. Swift has any interest in the project.

Probably one reason for rumor's putting Mr. Swift into the grain trade is the well-known rivalry between the Swift and Armour packing companies. While there nowhere appears any "bad blood" between the two great concerns, yet the emulation is apparent wherever they do business; and it is seldom that one company invades any new territory without being followed soon by the other. And the fact of the Armour interests' success with grain is thus thought to have turned the attention of the Swift interests in the same direction.

The question is asked, however, where are the Swifts to get a line of houses? With Armour working the "Q" and St. Paul roads, Counselman the Rock Island, Peavey, the Weares and Bartlett, Frazier & Co. the Northwestern and Great Western, Carrington, Hannah & Co. the Illinois Central, Seaverns the Alton, Richardson the Santa Fe, and so on, where is Swift coming in without dislodging existing interests? Swift's power in railway circles as a meat shipper and cattle receiver might give

him an influence in making a place for his interests which might make some interesting and important developments in the future, should those interests be thought to be involved in the grain business.

AGRICULTURAL PRODUCTS EXPORTED.

During the fiscal year 1897-98 the United States exported domestic merchandise to the value of \$1,032,007,603, of which 66.84 per cent. (\$689,755,193) was of agricultural products. The total of exports was the largest in our history, but the value of agricultural products exported was exceeded in both 1891 and 1892. The agricultural gain of 1897-8 over 1896-7 was about 20 per cent. The figures for the staple cereals are as follows:

	Volume.	Value.
Wheat, bushels	79,562,020	\$59,920,178
Wheat flour, barrels.....	14,569,545	55,914,347
Corn, bushels	176,916,365	54,087,152
Corn meal, barrels	475,263	902,061
Oats, bushels	35,096,736	8,756,207
Barley, bushels	20,030,301	7,646,334
Rye, bushels	8,560,271	3,667,505
Buckwheat, bushels	1,677,102	678,959
Flaxseed, bushels	4,713,747	3,850,835

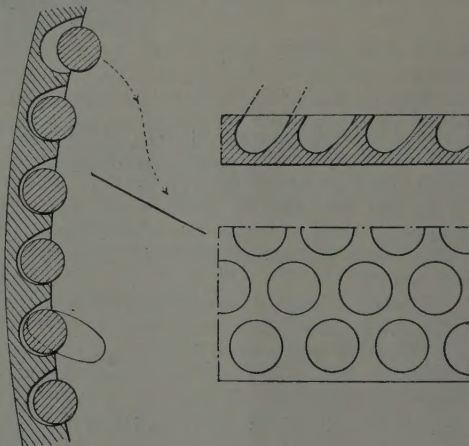
The chief agricultural imports consist of sugar, coffee, wool, hides, silk, fruits, leaf tobacco and tea, in the order named.

The average export prices of the cereals named above for the years 1895, 1896 and 1897, were as follows:

	1895.	1896.	1897.
Wheat, per bu.....\$	.576	.655	.753
Wheat flour, per bbl.	3.38	3.56	3.84
Corn, per bu.....	.529	.378	.306
Corn meal, per bbl...	2.90	2.36	1.90
Oats, per bu.....	.352	.269	.249
Barley, per bu.....	.491	.404	.382
Rye, per bu.....	.566	.450	.428
Rye flour, per bbl...	3.20	2.96	2.87
Buckwheat, per bu..	.....	.....	.405
Flaxseed, per bu....	1.17	.91	.82
Hay, per ton.....	14.84	14.80	13.71
Timothy seed, per lb.	.056	.044	.034

GRAIN SEPARATOR CYLINDER.

The accompanying diagram illustrates better, perhaps, than one can describe it, a segment of the iron wall of a grain separator cylinder having countersunk depressions designed to catch the grains or seeds to be rejected and hold them in the pockets until the turning of the cylinder brings the pockets up to a level, when the seeds roll out and



are carried away, leaving only the cleaned grain behind. The angle at which the cavity is sunk into the iron makes the peculiar form of pockets, which facilitates the dropping of the seeds into them, but prevents them from falling out until a certain height of the segment has been reached. The device has been patented in France.

In view of the persistent sagging of wheat, the statistical situation doesn't seem to cut much figure, wherefore it may do no harm to repeat a trader's remark that "it will take 100,000,000 bushels of wheat to bring the reserves in this country up to normal, there having been at the close of last crop year no surplus in farmers' hands."

TEXAS GRAIN DEALERS' ASSOCIATION.

In pursuance to a call published by circular letter and by notices in the daily newspapers of the state, a representative body of wholesale grain dealers and shippers of Texas, estimated to represent 90 per cent of the grain shipping interests of North Texas, met at the office of P. T. Andrews & Co. at Fort Worth, on August 16, to organize an association for mutual protection and for the reform of existing abuses in the grain trade of the state, such as short weights, incorrect grading, unjust reclamations, rejections and discriminations in freight rates.

Of this meeting, E. H. Crenshaw of Fort Worth was made temporary chairman and P. T. Andrews, also of Fort Worth, secretary. A committee on permanent organization was then appointed, consisting of A. S. Lewis of Weatherford, C. F. Gribble and W. O. Brackett of Sherman, Eugene Early of Waco, E. H. Crenshaw and E. D. Rall of Fort Worth.

It being stated that the Railroad Commissioners of Texas would that day (August 16) fix rates on corn, a telegram was sent that body asking for a 10-cent rate to Galveston. A recess was then taken until afternoon.

On reconvening the organization was perfected by the selection of permanent officers and the following special committees:

Committee on membership—E. H. Crenshaw and P. T. Andrews.

Committee on constitution and by-laws—J. P. Harrison, C. F. Gribble, E. H. Crenshaw and W. O. Brackett.

On motion, the President and Secretary were authorized to confer with the Railroad Commissioners of Texas for the purpose of securing, if possible, the 10-cent rate on corn above referred to.

The meeting then adjourned to meet again September 6, the Committee on Constitution and By-Laws in the meantime to prepare that document for submission to the Association.

The aims and objects of this Association, which contemplates a membership covering the grain interests of the entire state, are primarily as stated by Mr. P. T. Andrews, the organizing spirit of the movement, "to eventually secure legislation that will enable a Texas shipment to start on its journey to any part of the world with an official stamp of approval both as to grade and weight. Heretofore it has been the case that the grading and weighing of a Texas grain shipment depended very largely upon the state of the market at the time shipment arrived at destination. It is more than likely that in a short time the state government will legislate to appoint public weighers and graders at the most important north Texas shipping points, and at the most important receiving points in South and Southwest Texas. These will be sworn and bonded officials, and their certificates will shortly go for their face value in any market the trade may aspire to. This in itself is a consummation devoutly to be hoped for, and alone would be sufficient to fully compensate for the organization."

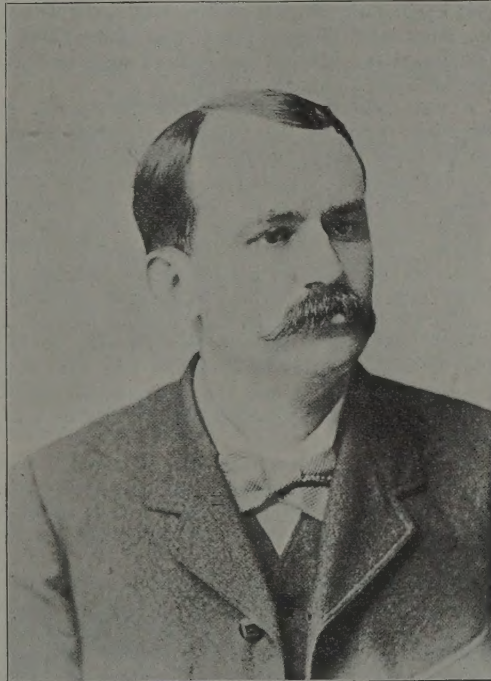
The initial meeting of the Texas Grain Dealers' Association, which was formally organized at Fort Worth, Texas, September 7, proved to be most interesting and productive of immediate good. It was attended by members of representative firms from various portions of that state and the Indian Territory, and the session was harmonious and business-like throughout.

The growing importance of the grain trade in this section has attracted much attention of late. The wheat raised in North Texas, estimated this year at 7 to 10 million bushels, when properly taken care of, easily grades in the centers of distribution as extra No. 2. Much loss has been incurred in former years as the result of ignorant or careless handling, and also on account of the lack of elevators and facilities for handling the grain in the proper manner after it is brought to the market. Great injury has been done to the grain trade of this section by the negligence of careless

shippers and the cupability of those who do not observe good business principles in dealing with one another and with the outside world. The improper adjustment of railroad tariffs and high insurance rates have also added no little to the difficulties of the progressive and conscientious grain dealers of this section. It was for the consideration of these and other matters and for organization with a view to providing suitable remedies for all the evils now complained of, or which may arise hereafter, keeping always within the scope of the law, that the grain dealers met at Fort Worth, with the happy result that they adopted a constitution and by-laws thoroughly satisfactory not only to themselves, but to a member of the Texas Railroad Commission, who assured them in advance of the approval their project would receive and as an earnest of their good-will pointed out how they might secure a low rate for the exportation of corn from Texas this year.

Mr. J. P. Harrison, a prominent grain dealer, occupied the chair and was afterward elected president of the association, and Mr. E. H. Crenshaw of Fort Worth, chairman.

Much attention was given the subject of arbitration in the discussions. It was finally decided to



J. P. HARRISON, PRESIDENT.

provide a suitable measure for the settlement of disputes between members of the association by this means, and to deal with the settlement of controversies with outsiders as the exigencies of such cases might require. The suggestion was made that a resolution might be adopted providing that members should have no dealings with outsiders who might decline to submit differences to arbitration, but such action as this was deemed unwise. It was decided to restrict the membership to dealers.

The question of whether the association should be incorporated was decided in the negative, upon the opinion of their attorney, Mr. R. W. Flournoy of Fort Worth, who advised them that he could not see how they could thereby secure benefits in proportion to the expense which would be involved in such a step.

The initiation fee was fixed at \$10, and the monthly dues at \$1, the purpose of placing them at these low figures being to secure as large a membership as possible in the beginning of their organization.

These were the principal matters discussed in the elaboration of the constitution and by-laws, which was adopted, as follows:

1. The name of this organization shall be the Texas Grain Dealers' Association.

Government—Section 1. The government of this Association shall be vested in a president, a first vice-

president, a second vice-president, a board of directors consisting of seven members and a secretary and a treasurer. The president, vice-presidents, members and treasurer shall be ex-officio members of the board of directors. All officers and directors shall hold office for one year, or until their successors are elected and qualified. The president, vice-presidents, directors, secretary and treasurer shall be chosen by the members of this Association by ballot. The arbitration committee shall consist of five members of this Association, to be elected at the annual election and to hold office for one year.

Duty of officers—Section 1. It shall be the duty of the president to preside at all meetings of the Association and at all meetings of the board of directors, and to sign all orders drawn by the secretary on the treasurer.

Sec. 2. It shall be the duty of the vice-presidents respectively in their order to perform the duties of the president in case of the absence or disability of the latter, and in case of the absence of the president and both vice-presidents the members shall choose some member to act during the meeting.

Sec. 3. It shall be the duty of the secretary to record and preserve all minutes of meetings of this Association, conduct all correspondence and issue all notices of meetings to members. He shall make a full report of the work of the Association at each annual meeting, keep members informed of what is being done between all meetings and perform any other duties required of him by the board of directors. He shall collect all membership fees due this Association from members and turn over all moneys to the treasurer of this Association.

Sec. 4. It shall be the duty of the treasurer to receive from the secretary all funds belonging to the Association and disburse the same upon the order of the secretary, duly approved by the president, and to make a report of all receipts and disbursements to the Association at its annual meetings.

Duties and powers of the board of directors—Section 1. It shall be the duty of the board of directors to look after the interests of the Association between meetings, to follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, make an annual examination of the books of the secretary and the treasurer and have all other powers delegated to them by this constitution and by-laws.

Of the annual election—Section 1. The annual election for officers and directors of this Association shall be held on the second Tuesday in June each year.

Of memberships—Section 1. Any person, firm or corporation continuously engaged in the buying and selling of grain may be admitted to membership in the Association upon approval by a majority of the board of directors, payment of a membership fee of \$10 and signing an agreement to abide by and comply with the constitution and by-laws, rules and regulations of this Association and all amendments thereto and all orders and resolutions of the board of directors or arbitration committee.

7. Section 1. This Association shall hold an annual meeting on the second Tuesday in June of each year for the election of officers and board of directors and arbitration committee and for receiving the reports of the secretary and treasurer or any other reports that may be submitted to the Association and for the consideration of any other business that may be brought before the meeting. It shall hold such other meetings as may be provided for by rule or by the resolution of the board of directors or such as may be called by the president or upon application of five members to the president and for such purposes as may be specified by such rule, resolution or call.

Discipline—Section 1. Every person, firm or corporation admitted to the privileges of this Association shall promptly and faithfully comply with and fulfill all business obligations into which he or it may enter, either with other members of the Association or with non-members, and shall equitably and satisfactorily adjust and settle the same. He shall also submit all disputes of a financial, mercantile or commercial character connected with or arising from any matter referred to in this constitution and by-laws, whether with members of this Association or non-members, when such non-members assent thereto, to the arbitration of the committee of arbitration of this Association, and promptly and faithfully perform the awards therefor; and he shall faithfully observe and obey all the rules and regulations of this Association.

Sec. 2. That in disputes arising between members of the Association and non-members it shall be the duty of the committee on arbitration to investigate promptly the matters at issue between the parties and to adopt such means as may seem advisable for the promotion of justice and fair dealing between the members of the Association and such non-members.

Sec. 3. Any members of this Association who shall be found guilty of any violation of the provisions of this constitution, by-laws or the rules and regulations of this Association shall be censured, fined, suspended or expelled, at the discretion of the board of directors, after a full and fair hearing of all the facts presented in the case.

Arbitration—Section 1. It shall be the duty of the committee of arbitration to hear and determine all disputes of a financial, mercantile or commercial character connected with or arising from any matter referred to in this constitution, by-laws or the rules and regulations of this Association, arising between members of same or between any of them and others, when brought before it, and render a just and equitable award thereon, according to the evidence, and to the best ability, the members thereof not being responsible for the errors of judgment in any respect whatever, nor for any damage done nor any loss suffering by reason of their acts.

Sec. 2. All disputes, differences or disagreements of a financial, mercantile or commercial character among members of this Association or between members and non-members, when such others assent thereto, must and are hereby agreed to be submitted to the committee of arbitration for adjustment.

Sec. 3. Any such member or other person desiring to

submit a matter in controversy to the committee of arbitration shall file with the secretary his complaint, stating therein the causes of action and the demands claimed. In case the complainant is a non-member he shall also sign an agreement to abide by and comply with all the terms and provisions of this constitution and all orders and resolutions of the board of directors or of the arbitration committee, concerning the arbitration of such demand and of any counter demand which the defendant may present. A copy of such complaint shall be served by the secretary on the opposite party and if the party complained against shall fail to make answer in writing to such complaint within ten business days after service of copy thereof as aforesaid or if he shall refuse to sign the agreement to be prescribed he shall be deemed to have refused and to have incurred the penalties of refusal to join in submission to arbitration. Within ten days named all parties to the arbitration shall appear before the arbitration committee, either in person, attorney or by forwarding to the secretary such documents and written statements as they may deem necessary for the intelligent consideration of their demand or defense by the arbitration committee.

Sec. 4. Service of the copy of complaint referred to above by the secretary shall consist of his mailing same to party or parties interested at his or their last address by registered letter.

Sec. 5. Neither party shall postpone the trial of a case longer than ten days after it has been submitted, unless good cause can be shown therefor, satisfactory to the committee. Trifling and unimportant matters shall not be entertained by the arbitration committee.

Sec. 6. All evidence before the committee shall be taken under oath or affirmation and shall be duly recorded. In all such adjudications the committee shall construe all by-laws, rules and regulations of this Association as being designed to secure justice and equity in trade and all awards and findings shall be made in conformity therewith.

Sec. 7. Before entering upon the hearing of any case the members of the committee of arbitration shall be required to take and subscribe to the following oath or affirmation, viz.:

"We do solemnly swear (or affirm) that we respectfully will faithfully and fairly hear and examine all matters in controversy now to be submitted to us, and that we will make a just and equitable award or finding upon the same, in conformity with the by-laws, rules and regulations of this Association, and according to the evidence, to the best of our understanding; so help us God."

Sec. 8. The committee of arbitration shall have power to issue citation to witnesses.

Sec. 9. The committee of arbitration shall render the findings or awards in writing, through the secretary, within two days after its decisions shall have been made. Such awards or findings shall be signed by the persons to whom submitted, and shall be certified by the secretary. The official record and decisions of the arbitration committee and all other records of the Association may be inspected by any member of this Association upon application to the secretary.

Sec. 10. When from absence or disqualification of regular members the committee of arbitration or a quorum thereof cannot be found, the president shall be allowed to fill vacancies with any member or members of this Association willing to serve, which shall be communicated to the secretary in writing signed by all the parties in controversy. A majority award or finding of any such committee shall be binding and any award or finding of committees thus formed shall be made under the same rules and shall have the same effect as if made by the regular arbitration committee.

Amendments—Section 1. The foregoing provisions may be altered or amended at any regular meeting of this association, or at any special meeting called for that purpose, by a two-thirds majority vote of those present:

By-laws—Article 1. Section 1. The meetings of this association shall be held at such places as the board of directors shall designate.

Sec. 2. A quorum shall consist of ten members of the Association present.

Sec. 3. The board of directors shall meet at such time and place as it may decide upon.

Sec. 4. The arbitration committee shall meet at such place as it may decide upon. Three members present shall constitute a quorum.

Sec. 5. The secretary shall receive such compensation for his services as the board of directors may deem sufficient.

Sec. 6. The treasurer shall give bond in such sum as the board of directors may require.

Sec. 7. The Association shall pay all proper expenses of maintaining an office for the secretary and treasurer, and all traveling expenses incurred by them in their regular work for the Association.

Art. 2. Sec. 1. The dues of this Association shall be \$1 per month, payable in advance.

Sec. 2. Notice that dues are payable shall be sent each member by the secretary, and if remittance to cover same is not made to the treasurer within thirty days after notice has been sent, the treasurer shall make sight draft to cover. If payment is refused the delinquent may be suspended by the board of directors.

Art. 3. Sec. 1. There shall be a committee on freight rates and transportation, composed of three members, appointed by the president at each annual meeting to serve one year, the president himself being an ex-officio member.

Sec. 2. It shall be the duty of this committee to control and conduct exclusively all business of this Association pertaining to freight rates, overcharges, demurrage, furnishing of cars, procuring of transportation for officers or members of committees of this Association, and all other matters incident to the relations of this Association or any of its members with the transportation committee.

Sec. 3. The secretary of this Association shall be ex-officio secretary of said committee, and it shall be his duty to refer to it all matters belonging to its province and to carry out its instructions in regard to same.

Sec. 4. This Association shall pay the traveling ex-

penses and hotel expenses of all officers, directors and members of standing committees when called to special meetings or to attend to business of the Association.

Just before the time came for adjournment it was announced that Hon. L. J. Storey of the Texas Railroad Commission was in the city. He was invited before the association, and upon the objects and purposes of the organization being stated, he congratulated them upon the beginning they had made of a good work, and assured them that they could accomplish much for themselves by assisting the railroad commission in discovering cases in which discrimination had been practiced, and thus enabling the commission to enforce the law to the full extent of its ability for the protection of the dealers, as well as the interests of all concerned. A number of the dealers who had formerly opposed the establishment of the Railroad Commission acknowledged that in the light of experience they had changed their minds and that since they had seen the workings of the commission had become convinced that it was doing more than any other agency in the state for the promotion of its development, and the protection of all classes of people who were interested in the shipping and marketing of its products, including the producers, the dealers and the railroads. Judge Storey made graceful acknowledgment of these friendly expressions and again assured the association of the desire of the commission to assist this and all kindred organizations in the work of carrying on their business in a safe and legitimate manner.

At this point he was addressed by Hon. J. P. Harrison, who, in the name of the association, tendered his thanks for the maximum rate of 12½ cents, which had been made by the commission, and which went into effect on the day of the meeting. Continuing, he stated among other things that an immense crop of corn had been raised in Texas this year, and that on account of the scarcity of stock there would be no way to use it to advantage except for export; and he then made a plea for a further reduction of the rate to Galveston, asking that it be reduced to 10 cents. It was suggested that the association and the railroads interested might unite in an application for the proposed reduction.

Judge Storey replied that in such cases it had been the practice of the commission to endeavor, as far as possible, to grant the requests and indicated that the application would have favorable consideration.

The matter was referred to the committee on transportation and freight rates, with instructions to communicate with the railroads on the subject. Satisfactory conferences have since been had with railroad managers and there is a good prospect that the 10-cent rate to Galveston will be secured.

The question of securing a reduction of the state occupation tax on grain dealers and lower rates of insurance was also discussed and referred to a committee.

The following officers were elected: J. P. Harrison, of Sherman, president; Eugene Early, of Waco, first vice-president; G. J. Gibbs of Clifton, second vice-president; E. H. Crenshaw of Fort Worth, secretary, and P. T. Andrews of Fort Worth, treasurer.

The following board of directors was chosen: C. F. Gribble, Sherman; A. S. Lewis, Weatherford, and W. E. Workheiser, Temple. The following committees were chosen: On Arbitration: P. T. Andrews of Fort Worth, T. G. Bellew of Pilot Point, T. M. Sleeper of Waxahachie, and E. G. Roll of Howe. On Insurance and Occupation Tax: J. T. Starke of Plano and H. B. Dorsey of Weatherford.

On Transportation and Freight Rates: J. P. Harrison, W. O. Brockett and C. F. Gribble of Sherman and Eugene Early of Waco.

The following are the charter members: E. H. Tuggle, Troy; E. and M. B. Winston, Morgan; Thomas & Sleeper, Waxahachie; F. W. Jackson, Renner; Gatesville Grain Company, Gatesville; M. D. Reel, Stephenville; H. Schiff, Gainesville; J. Howard Ardury, Godley; W. T. Herrick, Whitney; D. T. Herring, Nocona; Hays Bros., Crowley; W. H. Wingo, Wills Point; Howe Grain Company, Howe; J. H. Harrison, Mansfield; Cannedy, Peters & Sass.

Caddo Mills; C. L. Martin, Itasca; Clifford F. Witherspoon, Denton; N. B. Harrell, Celeste; Cyrus Bros., Cleburne; Midlothian Grain Company, Midlothian; J. A. Stephenson, Alvarado; B. Wiseman, Munster; W. S. Thurston, Nocona; Dillard Bros., Midlothian; A. A. McNeil, Valley Mills; E. A. Turner, Van Alstyne; W. A. Bowle, Weatherford; Iowa Park Implement Company, Iowa Park; W. O. Anderson, Vernon; T. J. Rone, St. Jo; Felton Bros. and J. B. Knox Grain Company, McKinney; Lipscomb-Weatherly Company, Grapevine; Ralph Ogden, Kopperl; Pittman & Harrison, Sherman; E. H. Crenshaw, Fort Worth; Seley & Early, Waco; W. E. Werkheimer, Temple; J. T. Stark, Plano; Allison & Grider, Leonard; W. O. Brockett & Co., Sherman; W. R. Field & Co., Howe; J. A. Robey & Co., Hillsboro; Beall & Woodward, Van Alstyne; A. S. Lewis, Weatherford; H. B. Dorsey, Weatherford; Wichita Grain Company, Wichita Falls; W. H. Beem & Son, Howe; Rall & Smith, Fort Worth; J. E. Davis, Milford; P. T. Andrews & Co., Fort Worth; Pilot Point Grain Company, Pilot Point; Kell & Gibbs, Clifton; C. F. Gribble & Co., Sherman.

It was decided to have the next meeting in Fort Worth, subject to the call of the president.

CHAFF

The government of Korea has suspended the grain import tax until October 27, 1898.

The broom corn crop of McPherson County, Kans., is said to be the poorest in twenty years, owing to the recent dry weather.

The Chicago Board of Trade directors, at a special meeting held September 7, authorized the president to appoint a committee of three to attend the Quebec conference to urge the abolition of tolls on the Welland Canal.

The high price of binder twine this year has turned the attention of inventors to the use of grass. About a month ago a test of a grass twine was made near Oshkosh, Wis., and the new binder was pronounced a success. It is 50 per cent less expensive than Manila or Sisal twine.

California's wheat crop having been a failure, many of the dealers and exporters of that state have gone to Tacoma to do business. Washington's exports of wheat to California have always been large, but the grain has been used there chiefly for mixing with local wheat to make an export grade. This year the imports by California will be almost entirely for home consumption.

Seventy-five per cent of the grain inspected at Tacoma, Wash., last crop year, graded No. 1 or better; that part graded as No. 2, being on account of dampness or sprouted and bleached grains. Tacoma inspected two-thirds of the grain inspected in the state, the inspector's office earning \$12,568.15 during the ten months ended June 30. The cost of inspection was 72 cents per car, compared with 51 cents the year previous.

Flaxseed receipts at both Duluth and Chicago are slow, August receipts at Duluth having been 73,000 bushels, compared with 236,000 bushels a year ago, while at Chicago they were 666,000 bushels, compared with 813,000 bushels a year ago. Other markets' receipts were somewhat as follows: Minneapolis, 100,000 bushels, against 65,500 in August, 1897; St. Louis, 134,000 bushels, against 238,000; Kansas City, 74,000 bushels, against 94,000; Milwaukee, 10,000 bushels, against 14,000; or a total for 24 points of 1,057,000 bushels, against 1,459,000 bushels in 1897.

Up to August 10 Buffalo had received over 100,000,000 bushels of grain and 3,393,000 barrels of flour, breaking the record of the port by more than 10,000,000 bushels. The flour receipts have been slightly reduced at Buffalo four times. The secret of this immense business lies, no doubt, in the facts that lake rates were never so low on grain, and the breaking of the elevator pool has reduced transfer charges to a minimum; while the steel elevators of the port have brought insurance charges down to a merely nominal sum, scarcely more than a twentieth of former charges on wooden elevators.

A KANSAS ELEVATOR.

Our picture reminds one that Kansas grows corn and wheat, lots of politics and, among many other things, not a few straw hats of generous dimensions. The members of the group in the foreground of the picture and about the elevator dumps are not expecting to take in a function at the club house of a fashionable golf-links resort. It is evidently a hot day out there in Reserve, Kansas—good corn weather, very likely; and what our photographer's audience may lose in "style" they are trying to make up in personal comfort, with the thermometer up in Gee-Sizzle as it sometimes will get out there on old Brown County's fruitful prairie.

This elevator, which is owned by R. W. Cornelison & Co., was built in January, 1893, by Seeley,



ELEVATOR OF R. W. CORNELISON & CO.

Son & Co. of Fremont, Neb., and is in a way a characteristic "Seeley" elevator. The architect has had, in the first place, consideration for his fellowmen, by giving variety to his roofs and gables to avoid the endless monotonous succession of houses one sees in the West, as though all the elevators of the land were built from one set of plans. The design is the Seeley improved 15,000-bushel steam house, with two dumps and two legs. Its cleaning machinery consists of one Victor Corn Sheller and Cleaner of 2,000 bushels daily capacity, and one Barnard & Lea Mfg. Co.'s wheat cleaner.

The owners write us that "everything about the elevator is in ship-shape," and that it is doing a first-class business in every respect, as one may readily imagine, it having been decided that Reserve ships more grain than any other station on the Missouri Pacific road between Atchison and Omaha.

ST. LOUIS COMPLAINS OF THE RAILROADS.

During the fortnight, August 8 to 22, 1898, Kansas City received 3,454 cars of wheat from the Missouri Pacific and Burlington roads, while St. Louis received from all the roads centering there and in East St. Louis only 698 cars, as shown by the inspection records. Yet, during this period the export movement of wheat through St. Louis was very brisk. Is it true then, as "an old grain dealer" of St. Louis is made to say, that St. Louis grain men "are entirely too slow?" or what is the trouble?

A committee of grain men having the subject in hand report that they have discovered that Western farmers are getting from two to five cents more per bushel for their wheat from New York and Boston buyers than St. Louis is able to pay. This is held to be evidence that freight rates to the seaboard are being slashed.

This the railroads deny, of course; but railroad men's statements nowadays of the way they are maintaining rates may be taken with salt. For with the one breath they deny cutting rates East, while with the other they protest they cannot help doing it, because the Gulf route from Kansas City is the disturbing element; and if they do not protect themselves and their seaboard terminals, all the export grain will go to the Gulf ports from Kansas City.

Now, what St. Louis is complaining of is that

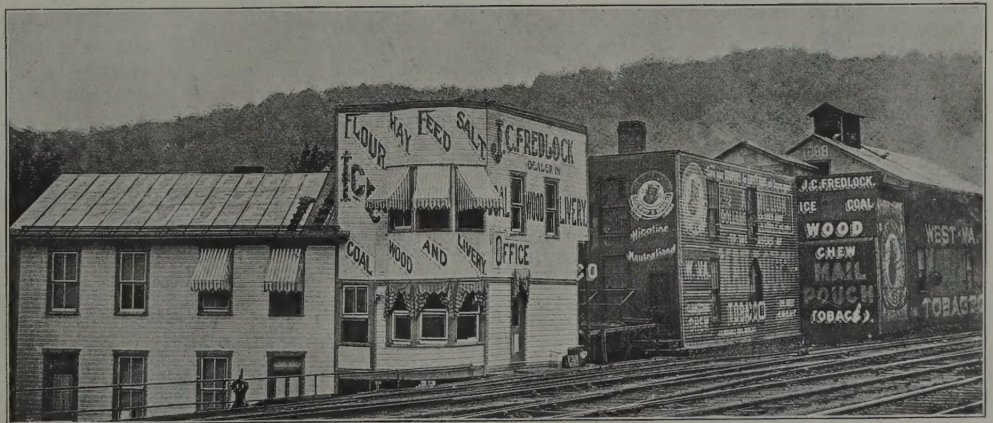
while it is a pretty generally accepted fact that none of the grain moving out of Kansas City has been going out on a fixed tariff, the roads that carry that grain East through St. Louis will not give St. Louis exporters a rate that will enable them to do business on the Kansas City basis; in other words, the roads will not accept for St. Louis business a rate from the grain fields to St. Louis equal to the rate they are actually accepting as their proportion of the through rates to the Mississippi River or as low as the actual combination of rate through Kansas City. The same complaint is made of the Eastern roads and also of the Illinois Central route to Memphis, all of which roads, the St. Louis receivers and shippers claim, discriminate against the latter city.

The receivers and shippers are sure they are right in their diagnoses of their trouble; but unlike Davy Crockett, when he knew he was right, they don't seem to go ahead on that basis, for the same anonymous St. Louis grain man referred to above is quoted by the Republic as saying: "If we would all hustle for business and, every time we found the railroads were discriminating against us, rise up as one man and force them to give us our rights, we would have little trouble, and St. Louis would be able to maintain her reputation as a market for high grade milling wheat and all other kinds of grain."

A WEST VIRGINIA DEALER'S ESTABLISHMENT.

The dealer's business in the older eastern states is very generally on a different basis from that of his western brother. The western dealer is invariably a shipper of what he buys from farmers' hands. The eastern dealer, it is true, buys from farmers, but he is largely also a distributor for immediate consumption. Then, too, he generally handles something besides grain and quite generally deals in flour and feed as well as in other articles which can be handled to advantage in connection with grain.

Our illustration shows the establishment of J. C. Fredlock at Piedmont, W. Va., which is quite



ESTABLISHMENT OF J. C. FREDLOCK, PIEDMONT, W. VA.

typical, although few dealers handle so many articles as Mr. Fredlock, and certainly none do business in a more picturesque and beautiful country. The business was established by Mr. Fredlock in 1888, and the buildings are on the line of the Baltimore & Ohio Railroad. Our illustration shows a part of the establishment. The main building is 40 feet wide and 120 feet long. It is a frame structure covered with corrugated iron. The basement is used for engine and boiler room, coal pits, wagon shed and driveway. The first story is used for grinding feed and also for the storage of sacked bran, shorts and flour, which is bought in carload lots. The next story is separated into bins and used for grain only, which is elevated direct from cars. The capacity of the bins is 20,000 bushels.

Mr. Fredlock handles hay, flour, ice, feed, salt, coal, wood, etc. He has an electric light plant for his own use, and besides has a three-year contract for lighting the town, furnishing light to private

parties as well. These varied activities aggregate a large business that requires active oversight to keep moving smoothly.

ANOTHER CHICAGO HOUSE.

Elevator building has evidently taken a fresh start in Chicago. Ground was broken September 7 for a million-bushel elevator on the Belt Line at Oakdale station, Chicago. Rosenbaum Bros., the well-known grain firm, are the owners. It is expected that the house will be finished in three months. This will be rapid work, but easily within the possibilities.

THE GRAIN DEALERS' UNION.

The regular quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Grand Hotel, Council Bluffs, Iowa, Wednesday, September 28, beginning at 1 o'clock. The programme as now arranged, subject, possibly, to some changes, is as follows:

Address—By D. Hunter, president.

Paper—"Benefits of Organization," by W. C. Bayles.

Paper—"How Commission Houses Wrong the Local Dealers," by G. A. Stibbens, secretary.

Address—"Receiving Consignments from Irregular Dealers and Farmers," by E. F. Callin.

Discussion—"Consignments of Grain by Farmers and Irregular and Irresponsible Dealers."

General business.

A NEW WHEAT PARASITE.

M. L. Guignard has presented to the Academy of Sciences of Paris a paper upon a new fungus parasite of wheat, the *Septoria graminum*, which destroys the stalks of the cereal, and having been sustained by its tissues develops in the form of little black spots one-tenth or one-fifth of a millimeter in diameter. The fungi, which exist on the wheat stalks, are numerous, and but for the white blight, one might consider them as inoffensive fungi upon

stalks already dead, appearing as the result and not as the cause of the trouble. But among fungi, the role of which is still undetermined, the *Septoria graminum*, must be classed with those parasites whose ravages are to be dreaded, especially upon winter wheats during the winter, and a warm, wet spring. Mr. Mangin, whose views M. Guignard presented, has proved that the fungus is a true parasite, which is caused by and propagated during the winter, and by a wet spring, the effect being to kill the wheat plant.

The work of building a 500,000-bushel elevator at Halifax, N. S., has begun, the contractor for the excavation work being now at work. The contract for the superstructure has not, however, been let, nor have bids been received, there having been some delay in calling for them. The call has, however, been issued, and bids will be received up to September 20.

THE TICKER.

How dear to my heart is the sound of the ticker,
What fond recollections it brings to my mind.
For fooling the public—Oh, what could be sicker
Than making quotations for all of mankind?

It's fooled everybody from Mormon to Quaker,
This siren that's singing from ten until three,
The butcher, the baker, the candlestick maker—
It's fooled everyone in the country but me.
—New York Press.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MAKES NO CONTRACTS.

Editor American Elevator and Grain Trade:—I do not make any contracts whatever with farmers for the purchase of grain. I simply buy their grain and pay them for it when they bring it in.

Yours very respectfully, R. P. ALLEN.
Pine City, Minn.

WILL MEET SEPTEMBER 28.

Editor American Elevator and Grain Trade:—The Iowa & Missouri Grain Dealers' Union will hold a meeting at the Hotel Grand at Council Bluffs, Iowa, Wednesday, September 28, at 1:00 o'clock p. m.

Yours truly, G. A. STIBBENS.
Coburg, Iowa.

WANT A GOOD PLAN.

Editor American Elevator and Grain Trade:—We have not practiced taking contracts when we buy grain from farmers, but we are working into that position fast, and would be glad to get hold of some good plan.

Yours truly, W. F. BANTA.
Ridgefarm, Ill.

SHORT, DIRECT CONTRACT.

Editor American Elevator and Grain Trade:—The accompanying card is what I use in contracting with farmers. I find it all right for some fellows,

MEMORANDUM OF SALE.

Contract No. _____ Illinois, _____ 189

I have to-day sold to **W. F. BOYER** _____ bushels of good, sound, dry _____ at _____ cents per bushel, to be delivered at _____ station, Ill., within _____ days.

If I do not deliver all of this grain within the stated time, then it is understood that the purchaser has the choice to refuse the grain at above price or give me further time for delivery.

We agree to receive and pay for the grain on the above terms.

Per _____
W. F. BOYER.

but some well-to-do farmers really don't like to sign it. They think their word should be good enough when delivery is to be made right away.

Yours respectfully, W. F. BOYER.
Meredosia, Ill.

A DISAPPOINTING EXPERIENCE.

Editor American Elevator and Grain Trade:—I have tried in different localities to purchase grain from farmers for future delivery, by contract, but I must say that there is not over 5 per cent of the farmers who will live up to their contracts if the market changes in their favor. Even if money is advanced on the grain purchased, it will make enemies if pushed into court. Farmers are not built as merchants are in this respect.

Yours truly, GEO. BAUER.
Sims, Ind.

EFFECT WOULD NOT BE BAD.

Editor American Elevator and Grain Trade:—Written contracts with farmers for the purchase of grain is something I have never tried, but I think the plan would be a good one if generally adopted. We find that farmers, as a rule, will break their verbal contracts with grain buyers for no other cause than that they can get a little more for their grain somewhere else, and they think this is all right. As to the effect of enforcing such contracts, I do not think it would be bad at all. If it was adopted by every buyer, farmers would see that

we were trying to do business on business principles, and that it was for their interests as well as ours. I hope the plan may be adopted in the near future.

Yours truly, J. F. BLUE.
Van Horn, Iowa.

A SATISFACTORY FORM OF CONTRACT.

Editor American Elevator and Grain Trade:—There should be some system of contracting with farmers, and contracts should be enforced, but we

Contract.

I have this _____ day of _____ sold to **The Brunswick Elevator Co.** _____ bushels of dry, sound, clean and merchantable _____ at _____ per bushel, to be delivered at Summerfield, Kas., in _____ days from this date.

For the purpose of obtaining an advance and part payment on said _____ I hereby state that I have now in my possession as my own _____ bushels of _____ free from any claim and incumbrance whatsoever and uncontracted for, which I raised on _____ quarter of sec. _____ town _____ range _____, and which I pledge for the performance of this contract.

Received on the above contract and representations _____ Dollars.
Summerfield, Kans., _____ 189.

A SATISFACTORY FORM OF CONTRACT.

must have the cooperation of all association dealers at least. We inclose a form which we have used for years, and find it very satisfactory.

Yours truly, BRUNSWIG ELEVATOR CO.
Summerfield, Kans.

WRITTEN CONTRACTS ARE A GOOD THING.

Editor American Elevator and Grain Trade:—We have been using written contracts for some time in buying grain of any amount from farmers, and find that they save us many dollars in some cases. We usually find that the farmer deals with us just as readily after enforcing a contract, and we think the contracts are a good thing.

Very truly yours, C. E. BURNS.
Howell, Mich.

FOUND WRITTEN CONTRACTS SATISFACTORY.

Editor American Elevator and Grain Trade:—I have used written contracts in making agreements or contracts with farmers for the purchase of grain, quite often, and have found it satisfactory, especially where farmers have from two to four weeks in which to deliver their grain. If the price goes up, it will be better to hold them to the agreement.

Yours truly, HENRY NOBBE.
Farmersville, Ill.

BUY ON DELIVERY ONLY.

Editor American Elevator and Grain Trade:—We do not make contracts with farmers, but buy each load as it is brought to market at the current price at the hour of delivery. This works to the entire satisfaction of ourselves and our customers. Whenever this plan has been deviated from the farmer either has much more grain than he expected or much less, according to the turn of the market.

We would like to see copies of contracts, but would not care to use them.

Yours truly, BROMFIELD & COLVIN.
Bay City, Mich.

CONTRACT SYSTEM BUT LITTLE USED IN MICHIGAN.

Editor American Elevator and Grain Trade:—Very little of the grain raised in Michigan is sold on contract, so far as I know. Should a farmer wish to contract his crop of grain, he would go to his local dealer and make a verbal promise as agreed upon, and the farmer's word would be taken and considered good in most cases.

The farmers of this state very seldom dispose of their entire crop of grain at once, but sell in small lots from time to time. Some store their wheat crop in a local elevator and wait for a time before selling. Several elevators in the state are now well filled with this year's wheat, the holders hoping to realize a better price.

I do not think the written contract would do here, as many farmers consider their verbal promise

good for anything they wish, and in most cases they would resent a written contract.

Yours very truly, D. S. BEALS,
Detroit, Mich. Supt. Union Depot Elevator.

FARMER WINS, HEADS OR TAILS.

Editor American Elevator and Grain Trade:—I think it only right and businesslike to draw up contracts with farmers when buying their grain. However, I have never made any written contracts, and don't think I could make it work here, for many

Contract.

We have this _____ day of _____

bought of _____ bushels of

dry, sound, clean and merchantable _____

at _____ per bushel, to be delivered at _____

_____ in _____ days from this date.

Paid on the above _____ Dollars.

_____ 189.

of my customers, and especially those I would like to tie up in writing, are renters and not financially responsible. They sell their grain, and if the market goes down, I get it; if it goes up, someone else gets it. I don't think there are many farmers here who would object to signing contracts if they were generally used.

Yours truly, C. F. BARNTHOUSE.
Morral, Ohio.

CONSOLIDATION OF MANITOBA ELEVATOR SYSTEMS.

Editor American Elevator and Grain Trade:—We are working in connection with the Manitoba Grain Company, and are putting their elevators and ours together, which gives us a plant of 59. Mr. Parrish is one of the managers, and our Mr. Lindsay looks after the outside in connection with the road men.

We get the advantage of your paper at the Exchange in Winnipeg, and we might say that if we did not have the use of it there, we certainly would subscribe for it, as we have always found it very useful and get a great deal of information from it.

Yours respectfully, PARRISH & LINDSAY.
Brandon, Manitoba.

A GOOD SCHEME.

Editor American Elevator and Grain Trade:—We have stationed a man at an elevator here to oversee the weighing of our grain. This man, in addition



The man who oversees the weighing of our grain at E. S. Iron Elevator reports that your car **W. F. 10487** arrived with defects as marked.

J. F. ZAHN & CO., Toledo, Ohio.

to overseeing the weighing, examines every car thoroughly before it is unloaded, and his daily reports show numerous cases of defects in grain doors and in cars. It seems that shippers are not as careful as they should be about their grain doors, many using inferior lumber and doors that do not fit the car. A great many cars arrive where the grain door has worked up, leaving a small opening between the bottom of the grain door and the floor of the car.

We have devised a plan which we think is of great benefit to shippers. We inclose a sample of same herewith. We send these cards to shippers, whose cars arrive with some defect, the defect be-

ing marked. The result is that he is more careful and we think that this little scheme of ours is going to be of great benefit to shippers. A good many write us that they have allowed some of their men or hired men to load cars, and they don't appear to be as careful as they should be, and say that they personally will look after the loading hereafter. We think a great many shortages arise from defects in cars.

Yours very truly, J. F. ZAHM & CO.
Toledo, Ohio.

HAS NOT USED FORMAL CONTRACTS.
Editor American Elevator and Grain Trade:—While I have not tried the plan of making written contracts with farmers, I have thought the matter over a great deal, and think it would be a good plan, providing all dealers would strictly enforce them. I believe that a contract that would be fair to both parties would be for the good of the business generally. I am of the opinion that if this rule was enforced there would be considerably less damaged corn sent to the market. Would be glad to hear from others on this subject through your journal.

Yours truly, HARRY ALLEN.
Allerton, Ill.

ILLINOIS DEALERS AND COMMISSION MEN SHOULD MEET.

Editor American Elevator and Grain Trade:—We think there should be a meeting of the Illinois Grain Dealers' Association at Chicago sometime in September for the purpose of meeting with the commission men who are opposed to the existing warehouse law and see if there cannot be some way devised to bring the matter thoroughly before the people during the campaign this fall, and try and get candidates for the legislature pledged to vote for the repeal of the measure. We must begin in time in order to win. Arrangements should be made with the Central Passenger Association for a low railroad fare to insure a good attendance.

Yours very truly,
THE SIDELL GRAIN & ELEVATOR CO.,
By J. H. Herron.
Sidell, Ill.

LOST NOTHING BY ENFORCING CO. TRACTS

Editor American Elevator and Grain Trade:—Concerning the enforcing of contracts, I have had to do this and have never lost anything by it that I know of. If we cannot hold the farmers to their contracts, they ought not to be able to hold us,

No. Mt. Zion, Illinois.189
This is to certify thathave this day sold to J. C. Boyce.....bushels of good sound, dry and do agree to deliver the same in good condition at Mt. Zion or HERRY CITY on or before the day of189. or as soon thereafter as roads and weather will permit. Said grain being hauled and delivered in good condition at.....cts. per bushel; And.....do this day acknowledge the receipt of \$.....on the above contract.

No.189
.....have this day sold to J. C. Boyce.....bushels of dry, sound, merchantable.....at the price of.....cts. per bushel, whichagree to deliver to him or his order at..... on or before the....day of.....189 in consideration of the promise of said J. C. Boyce to pay for the same the said price of.....per bushel. Received by.....on account of the same.....DOLLARS, for which.....agree to pay eight per cent interest per annum, until said.....is delivered; and said.....to be delivered at the number of pounds per bushel that is customary at.....at said time of delivery. Said.....is now free from all encumbrances.

and in that case what kind of a business would we have? I had some trouble the past year, but we got through after a while. I inclose a printed

form that I use and which has proved very satisfactory here.

Yours truly, J. C. BOYCE.
Mt. Zion, Ill.

TWO FORMS—SUGGESTIONS INVITED.
Editor American Elevator and Grain Trade:—I think it a bad practice for grain dealers to contract grain without a written contract; but, as is well known, there is a difference between theory and practice. If "the other fellow" would require a written contract, it would be easy enough for me to; but to get every grain dealer to require a contract is the

of contract depends much upon the conditions surrounding each individual case. Everyone, of course, has his friends in a community, and if you get his ill-will he will try to influence his friends to take their grain business to someone else; but if you have justice and right on your side and can show it up clearly (as you can most assuredly do by having a plain contract signed by the individual), you maintain the respect of the unprejudiced portion of the community and they soon learn that you will maintain your rights and will not try to default on contracts made with you. We think this a step in the right direction for

Weights guaranteed within one per cent. All claims for shortage must be presented within 10 days Original expense bills and certificates of weight must be filed with such claim.

SHIPPER'S INVOICE.

To.....

Apply on sale of.....Dated.....at.....per Bu. F. O. B. Bement, Ill.

Initial.	Number.	Weight.	Bushels.	Lbs.	Price.	Amount.	Remarks.
							This is to certify that the grain in this invoice was weighed on Buffalo Toner Scales and that said weights are accurate and correct, that each car was in good condition and properly sealed when it left here, and that said grain was cool and sweet.
							Welgher.

DRAFT--Bill of Lading Attached.

Billed, Order.....

Via.....

Milmine, Ill.,.....
I have this day sold to the
Shellabarger Mill & Elevator Co.
bushels of.....
at.....cents per bushel, said grain
being now in my possession on the farm I own
or rent in.....
Township,.....
County, Illinois, and I hereby certify that there
is no lien or other claim on said grain, and
agree to deliver it in good marketable condition
at their elevator at Milmine, Ill., on or before
.....189
.....
.....
.....
.....Witness.

Applied on Contract.....

Milmine, Ill.,.....
We have this day purchased of
.....
of.....
.....bushels of.....
.....
Said grain to be delivered in good marketable
condition at our elevator at Milmine, Ill., on or
before.....189
.....
.....
SHELLABARGER MILL & ELEVATOR CO.

thing. United we would stand; divided we would fail.

I inclose a form of a contract used by one of the largest firms in this part of the country. It is a good form, save that it encourages farmers drawing on their sales—another practice that needs attention, and one that bothers me more than anything else I have to deal with.

I inclose also a form of an invoice that some of my neighbors think is a good thing. I invite suggestions for improvement.

Barring frost, we are going to have a good corn crop in this county.

I take great interest reading suggestions from fellow grain men in your publication, and think it well worth the price.

C. A. BURKS.
Bement, Ill.

JUDGMENT IN ENFORCING CONTRACTS.
Editor American Elevator and Grain Trade:—We have always used written contracts in making purchases from farmers for future delivery. We aim to have them fill the contracts literally, and for any amount over the amount stated in contract, to be settled for at market price on day of delivery. One must use his own judgment as to the enforcement of any such contracts. If the party is responsible you can sue and enforce the paying of the difference in price, even if you do not get the grain. If the party is not responsible there is no use to go to this trouble, for if you get judgment you cannot find satisfaction for same.

The effect of compelling by law the enforcement

the grain dealers' associations to adopt, and we cannot see how any grain buyer can safely do his business without written contracts, and they should be made with responsible parties.

Yours truly, BOWEN & REGUR.
Des Moines, Iowa.

CONTRACTS—THEORY AND PRACTICE.

Editor American Elevator and Grain Trade:—Theoretically written contracts with farmers and a strict enforcement of same is all right and a condition much to be desired, as a literal fulfillment of a contract is the essence of its worth, and wrongs no one if perfectly understood at its execution. But to enforce it, "there's the rub."

If all competitors would strictly enforce such contracts, the friction would be small after the initial strife had been met and adjusted, but we must accept conditions as they are and not as we would like them to be. Hence we must allow for the frailties of human nature, and therefore are quite sure that few if any dealers could in all cases literally enforce such contracts, for it is neither pleasant nor desirable to enforce conditions entered into by the farmer many times with honest intent, which the weather or a miscalculation may render it difficult or impossible for him to fulfill. In such cases, a harsh demand for "the pound of flesh" is neither good fellowship nor good policy, for in all business there must be a certain amount of concession, a slight waiving of one's rigid rights in order to win success or be agreeable to one's clients. Certainly such laxity can be carried to excess,

and is the real reason in the majority of cases for the want of success, as the tendency is to give away too much. If one can strike "the happy medium," that is, in our estimation, the proper line on which to work, though one is often forced beyond that by the competition of those who do yield too much. Our experience is, that where there is a perfect understanding regarding the contract, and we write a memorandum of it in duplicate, giving the farmer one copy, there is little if any difficulty about it, except such minor ones as can honestly and unintentionally arise, and which a little tact can adjust.

These remarks apply only to contracts for reasonably quick delivery. All long-time contracts of any kind should be properly written, if only to prevent an honest misunderstanding.

Yours respectfully,

D. H. CURREY & CO.

Mason City, Ill.

LAW IS UNFAVORABLE TO ENFORCEMENT OF CONTRACTS.

Editor American Elevator and Grain Trade:—Our experience in making contracts with producers for grain for future delivery has not been very satisfactory. Compliance, in too many cases, at least, is only an approximation on both quantity and quality, and we fear the sharp competition among dealers who buy from the producer would make

CONTRACT.

ARLINGTON, KANSAS,.....189..

I hereby sell and agree to deliver to A. B. CRABBS & Co., in their elevator or such storage as they may control at.....bushels of good, sound, dry.....at.....cents per bushel.....to be delivered on or before.....

Received on the above contract.....DOLLARS. The same to bear interest at the rate of.....per cent per annum until this contract is filled. The.....I now own free from all incumbrance, excepting the amount of money herein stated.

Signed.....

very difficult the enforcement of contracts sufficiently rigid to be of much value.

We inclose a form of contract we are using, but under our state laws if the party had the grain at the time of contracting, failure to deliver would not be criminal, and judgment for damages, if proven, would be all that could be secured, and in many cases this would be valueless.

Yours truly,

A. B. CRABBS & CO.

Arlington, Kans.

USED WRITTEN CONTRACTS FOR 25 YEARS.

Editor American Elevator and Grain Trade:—We have used written contracts here for over 25 years, and nine-tenths of the grain we buy is bought that

E. D. CHURCHILL & SONS,

Chenoa, Ill.....189

For and in consideration of.....Dollars, to me paid, the receipt whereof is hereby acknowledged, I do hereby sell and deliver unto E. D. CHURCHILL & SONS.....bushels of good, sound merchantable.....now.....on the.....of Section.....in Town.....Range.....in the County of.....State of Illinois. Said.....is to be by me hauled and put in the.....of E. D. CHURCHILL & SONS, Chenoa, on or before the.....day of.....189., and for said.....this day sold and delivered, the said CHURCHILL & SONS agree to pay.....per bushel of.....lbs.

And I further agree to keep said grain in as good condition as it is now; and it is further agreed between the said Churchill & Sons and myself that this sale and delivery of said grain shall be deemed a bona fide sale and delivery between the said Churchill & Sons myself, and both in law and equity, to all intents and purposes whatsoever.

Witness my Hand and Seal.....

way. The farmers here consider them as binding as a promissory note, and would as soon think of refusing to pay a note as to try to evade or default on a contract, regardless of the price the

grain was sold at. We have always been as careful on our part to enforce our contracts as we have to collect our notes. We don't think it possible to do a safe business any other way, and we certainly have no desire to change. We inclose one of our contracts.

Yours truly,

E. D. CHURCHILL & SONS.

Chenoa, Ill.

AN INDIANA FORM.

Editor American Elevator and Grain Trade:—We send you a copy of the contract we use in buying

.....Indiana,.....189
\$.....after date.....
promise to pay.....or order,
AT THE BANK OF BROOK, AT BROOK, IND.,
.....Dollars,
with interest at the rate of.....per cent per annum
from.....and.....per cent attorney's
fees; value received, without any relief whatever
from Valuation or Appraisement Laws. The drawers
and endorsers severally waive presentment for pay-
ment, protest, notice of protest and non-payment of
this note.

No.....
Due.....189

.....Indiana,.....189
THIS IS TO CERTIFY, That I have this day sold to
BROOK GRAIN CO. my crop of good sound mer-
chantable.....to be
delivered to them in their warehouse in.....
.....Indiana, by.....at the
highest market price at the time of delivery. I here-
by acknowledge receipt on this contract of the
amount of above note, to be paid from the proceeds
of this sale.

Signed.....

grain from farmers. If there is anything better we would be glad to use it.

Yours,

BROOK GRAIN CO.

Brook, Ind.

ADVANCING MONEY ON CONTRACTS NOT SATISFACTORY.

Editor American Elevator and Grain Trade:—We are glad to note that the grain dealers are making an effort to establish a uniform system of grain contracts. So far as we have taken notice, each buyer seems to have a notion of his own, and a printed contract to suit his idea. Some buyers are very careful when taking contracts and make an effort to enforce them after made. Others are careless about making contracts, and usually just as careless in enforcing them.

We have tried several forms of grain contracts. With most of our customers any kind of a written contract that is fully understood by both parties proves satisfactory. With other and unreliable people the contract does not hold, except when the market is steady or in their favor.

In several cases where we have advanced money on grain, the parties have hauled the grain to other people or other stations. On consulting our attorney we have found that the trouble in collecting or enforcing the contract is not in the contract but in the law, the failure to deliver the grain being about the same thing as a failure to pay a store debt or return a favor in the shape of borrowed money.

The amount of trouble had in enforcing a contract with certain people depends on the class of competition a buyer has to contend with. When a farmer signs a contract he expects to haul the stuff all right. In case of a difference of opinion in grades, if competitors are so disposed, they can make lots of trouble and bring a strong contract into disrepute.

Our experience in advancing money has been so unsatisfactory that we have ceased to do so except to persons whose credit is undoubted. Our opinion is that no single form of grain contract will suit all sections of the country. It is very desirable to have but one form of contract used in a given section of the country, and this, we

think, is practical, and would be a step in advance of present methods.

As to the practicability of enforcing contracts, that will have to be left to the local buying stations, and we think in the greater number of stations it could be done. Where it could be done successfully, we believe the effect on business would be good, for it would reduce the friction now caused by each buyer having a method and a contract of his own. In wheat contracts it would seem advisable to have the necessary test weights stated in the contracts.

Very truly yours,

BROWN & DUEY.

Chester, Nebr.

WRITTEN CONTRACTS INCULCATE GOOD PRINCIPLES.

Editor American Elevator and Grain Trade:—I have had some experience in the use of written contracts. I use a printed form like the inclosed in all doubtful cases where I buy a bunch from the farmer. I find that in the majority of cases they respect a written contract more than their

.....Kansas,.....189
I have this day sold to.....bushels of
clean, dry, sound and merchantable.....to be
delivered to them at.....Kansas, between the
.....day of.....189., and the.....day of
.....189., for which I agree to accept.....
cents on delivery (as payment in full). Should I fail
to deliver the.....so sold, I hereby agree to pay to
.....ten cents per bushel, as damages in
full, for the non-delivery of grain so sold.....

.....Kansas,.....189
We have this day bought from.....
bushels of clean, dry, sound and merchantable
.....to be delivered at....., Kansas, be-
tween the.....day of.....189., and the.....
day of.....189., for which we agree to pay
upon delivery.....cents per bushel. Any failure on
our part to receive the grain so bought, we will pay
to.....ten cents per bushel as damages
so sustained.....

own word, as they consider it conclusive evidence. Written contracts also inculcate good principles into people who might otherwise wander from the line of duty to themselves and others. I shall continue to use these contracts in my business and can recommend them to others.

Yours truly,

S. N. BROWN.

Clyde, Kans.

ONLY ONE CASE OF TROUBLE IN TWELVE YEARS.

Editor American Elevator and Grain Trade:—We sometimes make written contracts with farmers where grain is sold to us to be delivered at some distant future time. For instance, if we would contract oats or wheat in May or June on a large scale, or contract the new crop of corn at the present time, we would make written contracts, but in a general way I do not think much of written contracts, as we have very little trouble in that direction. We keep what we call a contract book and when a farmer sells us a quantity of grain we enter it upon this book in his presence, and read it over for his approval. In only one case have we had trouble in the last twelve years.

In the first place, if you ask a farmer of good reputation to sign a contract he feels insulted, and he either thinks that you mistrust him or that you are trying to lead him into a trap and he will generally refuse to sign. The irresponsible class will sign a contract and you have got nothing after they sign it. I think that a united effort on the part of the grain dealers to force farmers to sign contracts would be a failure. Nearly every dealer knows his patrons, and if he thinks a man is tricky he can require him to sign a contract which he trades with him, or refuse to trade with him at all.

An agreement on the part of the dealers to make all of their patrons sign contracts would not be

lived up to by the dealers, and I do not believe in making a rule that is almost sure to result in a failure. If the dealers are all careful when they make trades with farmers and have everything thoroughly understood, and not agree to give the farmer both ends of the string, as many of them do—even going so far as to buy the grain at a stipulated price and then give the farmer the benefit of the raise of the market between the time he sells and the time of delivery—they will not have much trouble. I know a great many men who have been in the grain business for a long time that make these kinds of deals. We need protection against this kind of buyers, if there is any way to get it, worse than we need a combined effort to compel farmers to sign contracts.

Another thing many dealers do is to show their card bids to patrons to convince them that they are handling grain on little or no margin at all, as many of them do. A man who does either of the above-named things has not got sense enough to be in the grain or any other business, and if some influence could be brought to bear to stop these practices it would be of much more benefit to the sensible grain dealer than the signing of contracts by farmers.

Yours truly, CROCKER ELEV. CO.
Maroa, Ill.

SOME CAUSES FOR APPARENT TERMINAL SHORTAGES.

Editor American Elevator and Grain Trade:—With the modern elevators, having inside hopper scales and De Muth check beams, there is hardly an opportunity for an error in weighing, and money and brains have been used without stint to make these modern grain houses complete. If the shipper would but consider that the company of men able and willing to put one-fourth of a million dollars into a grain plant are hardly the kind of men who would permit the efficiency of the plant to be ruined for a few dollars made by dishonesty in weights, they would be more careful about charges of dishonesty.

Then, as the terminal houses have spent so much money to weigh correctly, let us see what the man at the other end has done. Many weigh on railroad scales, taking the stenciled weights of the car, when new. As the cars accumulate weight in the linings and repairs, they run short. Again, they weigh with cars coupled and many times a strain on them. Then, where they have their own track scales, many times a car is run onto them and blocked with a stick of wood and the scale wrenched so that it binds. Dirt often does the same thing.

When the scales are broken often the village blacksmith is called upon to make the repairs, and the least changing of the leverage and the scale is ruined for accuracy. Again, water and rats undermine the foundations, and one end sagging but a little the accuracy is gone. Where small hopper scales are used, located inside, the counter weights are tampered with by inquisitive people and thus ruined. Again, where the weighman is loading and receiving, or running the machinery, he will, for convenience, set his scale at 1,000 pounds, and after his tally is set down, often in groups of 5,000 pounds each, he will leave his scale loaded and tally set down, and rush to assist or grade some farmer's grain. After paying him for his load, replenishing his fire, etc., he will return to his weighing, put down another tally and dump the load, all unconscious that the car is charged with 1,000 pounds more than it received. This may be repeated a number of times during the loading of one car, and the terminal elevator damned for stealing his grain—he being innocent, unless ignorance in this case amounts to dishonesty, and we think it does.

Were the rule established to weigh each draft at catch weights, then duplication would be almost unheard of, and if the draft weighed 1,085 pounds and the weighman called away, under the same circumstances as before, upon his return he would see recorded in his tally book 1,085 pounds. His scale beam would record 1,085 pounds and he would know then that he owed the car the 1,085 pounds. The reason that this is not generally adopted is that it involves more knowledge of the simple rules of addition. But, until this is done, you will find such

errors. Another is that the country house is thus enabled to show up a handsome overrun obtained from the farmers and the terminal elevators and make the business look profitable. The dealers know this as well as the man who, for a consideration, often a share in the profits of the house, combines the position of chief inspector, weighman, engineer, fireman, elevatorman and car loader. And then his accuracy, with such surroundings, is compared with the accuracy of the terminal elevator man, where each department is under the charge of an expert (become so by doing nothing else) and with appliances of the highest mechanical skill and whose scales are entirely under cover, away from water and rats and the many environments that serve to make them inaccurate. These same scales are examined and tested many times during the season by an official of the scale companies, whose only object is to maintain their accuracy. This is doubly imperative upon the terminal elevators, for a scale used to weigh carloads from the country may in the next half hour be weighing out 50,000 or 100,000 bushels for shipment.

Shippers of grain are also cautioned to see that cars are cleaned and in good order, and this does not mean only while standing still, for many times the moment a strain is put on the draw bar a crack is opened and a stream of grain marks the route of the car to its destination. Also they should see that the doors and all openings are thoroughly sealed, so that the car, being sidetracked in a lonely place, may not supply chicken feed for some enterprising individual, who has not much fear of the hereafter, when robbing a supposed rich grain shipper or terminal elevator company, knowing full well that in the squabble between them as to responsibility for shortages, and the lack of proper surveillance by the railroad, he is almost sure of never being implicated in the theft.

We have a standing offer that for one car of grain consigned to us at Toledo, we will send a supply of car seals, marked with any letter wished, and a pair of pliers to so cancel them that the cars cannot be opened. Many are reaping the profits by so doing, and while the railroads claim to be sealing cars, let the shippers also do so. An additional seal is a 100 per cent protection, and if these suggestions were carried out we would hear less of the dishonesty of the terminal elevators, with counter charges against the country shipper.

An improvement that many terminal markets lack, and that Chicago has, is an official weighman, thus taking out of the hands of the terminal elevators any opportunity of error in weighing. This is a matter that the various grain associations should demand, and they have the power to accomplish same by united action.

Yours truly,
SAMUEL R. BACKUS & CO.,
Toledo, Ohio. Grain and Seed Merchants.

THE CORN CROP—DAMAGE TO WHEAT—ASSOCIATION WORK IN KANSAS.

Editor American Elevator and Grain Trade:—I hand you herewith a chart showing the condition of corn in Kansas on August 31, made up from reports received from different parts of the state and also from personal observation.

[The chart, unfortunately, was prepared by our correspondent's draftsman with colors that will not engrave, so that we are reduced to the necessity of giving the reader the information as well as we can without the aid of the graphic sketch. The chart shows a full crop in the southeastern corner of the state, including the counties of Cherokee, Labette, Montgomery, Chautauqua, Cowley, Butler (except a small irregular piece in the northwest corner), Elk, Greenwood, Woodson, Wilson, Allen, Neosho, Bourbon, Crawford, Linn, Miami, Anderson, Franklin, Coffey, Lyon (except a small piece concave in form in the extreme north), Chase, Morris, except an irregular convex piece cutting off the northwest and northeast corners and a trifle off the north edge), Osage (except northwest corner), Douglas (except the northwest corner, or that portion of the county lying north of a line continuing eastward the north line of Osage County and west of the city of Lawrence), Johnson (except a narrow strip along the Kansas River), and an irregular piece concave in form with base on the east line taking in the northeast and southeast corners of Marion County; also a tract of the ex-

treme northwest corner of the state, including the counties of Cheyenne, Rawlins, Decatur and Norton. Three-fourths of a crop will be grown in the counties of Wyandotte and Leavenworth (lapping over into the northeast corner of Douglas County, along the river east of the city of Lawrence), a triangular piece taking in the southeast corner of Nemaha County, and also the west side (say two-fifths) of Phillips County. One-half a crop will be grown in the counties of Brown and the west half of Doniphan, the balance of Nemaha, the east three-quarters of Marshall, all of Jackson, Shawnee (north of Kansas River), Pottawatomie, Riley (except that part lying south and east of the rivers), that part of Geary lying north of the Republican River, Clay (except a triangular piece taking in the southwest corner of the county and including the larger part of the county south of the river), the southern tier of towns of Washington and two in Marshall, all of Marion (except that part having a full crop as noted), all of McPherson (except a triangular piece in the southwest corner), Harvey, Sedgwick and Sumner (except the extreme western township of both counties, and also an irregular shaped piece taking in the west half (nearly) of Sheridan and about all the east half of Thomas counties. A one-fifth to one-fourth of a crop will be grown in the east three-fifths of Phillips, all of Smith, Jewell, Republic, north two-thirds of Cloud, all of Washington (except extreme southern tier of towns) and an irregular piece on the west side of Marshall, taking in nearly one-third of the county, Rice (except small piece in the northwest corner and along north line), Reno (except irregular triangular piece in northeast corner), Kingman and Harper, including western tiers of townships of Sedgwick and Sumner and the extreme eastern tier of townships of Barber, also counties of Atchison and Jefferson. The balance of the state, considerably more than one-half, will have no corn.—Ed.]

I have made a trip through the state during the past two weeks, and find the wheat in Labette, Montgomery, Chautauqua, Cowley, Sumner and the south part of Sedgwick, Butler, Greenwood and Wilson counties in very bad condition. I think I can safely say that 20 per cent of the wheat over the territory named will be a total loss. Practically all the wheat in this section was headed and stacked directly from the header. Directly after this grain was stacked they had a severe windstorm, followed by a very heavy rain, and practically all the stacks were wet from top to bottom. It has now been some time since this occurred, and none of the grain is yet fit for thrashing. I found all the wheat being marketed in this section of the country wet, and in most instances more or less badly grown. The dealers there find it impossible to dry this grain by handling, and as fast as it is delivered they load it into cars and forward it into the Kansas City market.

I have arranged for a meeting in Coffeyville on September 15; also for one in Wellington, September 20, and will arrange for one at Chanute about the same time. We now call monthly meetings in the following places on the following dates: Concordia, 15th of each month; Hiawatha, 28th; Frankfort, 27th; Hays City, 19th; and as soon as possible I will arrange for regular meetings at Stockton, Atchison, Great Bend, Salina, and probably one or two other points in the central part of the state. We find much good comes of these local meetings, for we get together the dealers who come into direct competition with one another, and many a "scrap" is fixed up in this way.

We have a number of scalpers to contend with again this year, but there is hardly one now where there were six last year. Fifteen different Kansas City commission houses have requested me to notify members of our organization (the Kansas Grain Dealers' Association) that in the future they will refuse to pay the drafts on consignments made by others than the regular dealers. One Atchison and one St. Louis house have also taken this position.

The Oklahoma Territory dealers now have a membership of something like 100, and their aggressive and up-to-date work is showing excellent results.

The following applications for membership in the Kansas Association have been received since August 20: A. J. Roach of Clyde, Woodson-Young Grain Co. of Kansas City, V. W. Miller of Mentor, Geo. A. Adams Grain Co. of Coffeyville, J. R. Lenter of Clearwater, Crowell Bros., A. Mathews and John P. Charles of Attica, Alex Knott, Gilchrist & Sicehoff and C. Know, of Belle Plaine, J. Maltbie of

Argonia, W. J. Nunn & Co. of Mayfield, Geo. W. Hough and J. R. Ash of Milan, E. W. Houser of Crystal Springs and Cole Bros. of Harper.

We expect by the close of the year, with the interest that is now being taken in the association in this state, to have practically every regular dealer enrolled as a member of the organization. We now have the honor of having the largest organization of grain dealers west of the Mississippi River.

It has not yet been decided where we will hold our quarterly meeting in October, but the probabilities are that it will be held in Topeka.

Very truly yours,

E. J. SMILEY.

Concordia, Kans., August 31.

[In a circular letter issued to members of the Kansas Grain Dealers' Association, Mr. Smiley adds the following modifications of the above report:—Ed.]

"From all reports received at this office and from personal inspection, I hardly think we will have to exceed one-third of an average corn crop in this state. Up until the past week the four counties in the northwest part of the state, namely, Cheyenne, Rawlins, Decatur and Norton, promised a full crop, but advices received at a very late date show that the late corn has been entirely ruined by the excessive drought and hot winds. The only part of the state that will show a full crop will be that east of the 6th principal meridian and south of the Kansas River. The territory west of the 6th principal meridian and north of the main line of the U. P. R. R. is almost a total failure. The north-east part of the state east of the 6th principal meridian and north of the Kansas River will have an not to exceed one-quarter of an average crop."

WHAT A SECRETARY OF A GRAIN DEALERS' ASSOCIATION HAS TO CONTEND WITH, ETC.

[A paper read by Geo. A. Stibbens, secretary of the Grain Dealers' Union of Southwest Iowa and Northwest Missouri, at the Inter-State Grain Men's Convention, held at Omaha, Nebr., June 16, 1898.]

Having filled the office of secretary in the Iowa and Missouri Grain Dealers' Union from its organization to the present time, I think I can truthfully say that I know something about our successes and reverses. You will agree with me when I say the success of a grain association depends upon its officers and members. At first the Iowa and Missouri Union for three long months gasped for breath, as it were, and it was thought by those on the inside, and more strongly by those on the outside, that it would die in convulsions.

The first meeting of the governing committee was attended by three members of that body—not enough for a quorum. It was remarked by one of the three that we had better give it up, but the other two said no; we will put some new men on the committee who will serve, and it was done. That act was largely responsible for our existence.

It has been very hard work to convince the average grain dealer that his business could be benefited by being a member of an association. The trouble is he wants to see \$10 come in for every dollar he pays out. Where a dealer is getting along smoothly he frequently neglects to pay his dues, but when very suddenly a "scalper" comes into his station, the regular dealer receives an inspiration at once that his dues have not been paid; and he at once forwards the amount to the Secretary. He says: "Mr. Secretary, I am a member of your Union and I demand protection, and if you don't do something for me I will withdraw." I presume our experience is similar to that of our Kansas and Nebraska brothers.

If the regular grain dealers all over the great West would give their loyal support to the grain associations, we could defy the world. Every dealer would make a special effort to aid the secretary in his work by furnishing him information in regard to what is going on at his station. If you are asked to write a letter to some commission house, do it; and don't stop to make excuses, but remember you are one of the organization, and that it is your duty

to do all in your power to make it a success. The regular dealer is as afraid of a "scalper" as a woman is of a rattlesnake. Then, why is it that you won't support your home organization, which is struggling along to make your business successful? I am informed by reliable track buyers that they are constantly in receipt of letters from parties who are not dealers asking for bids on grain; and if there were no associations they would receive them. Compare, if your please, the present condition of the grain business with what it was prior to the organization of this Association, and see "where you are at." I do not believe there is a dealer in this convention who has been a consistent member of an association but will admit that he has been largely benefited by its efforts in building up the trade.

In the past we have frequently been asked, what is done with the dues collected from members? and they say, "It looks like it is only creating a big fat salary for someone." Of course, that "drive" is always made at your humble servant, as the secretary is the only one who receives a recompense. Another member remarks, that he "don't see much good in it," and he "don't think he will pay out much more money." These are only a few of the many things that are hurled at the secretary of a grain association.

Now, gentlemen, be candid with yourselves. Is it any wonder we do not accomplish any more? Is there any dealer so poor he cannot afford to pay \$1 per month for each station he operates? Why, my friends, you will spend more money in one day fighting a "scalper" than you would pay to the Union in two years. A grain dealer is so constituted that it is very trying on his generosity to treat his competitor fairly. Ordinarily he would rather handle the grain for nothing than see the other fellow get it. This state of affairs will exist as long as you harbor the opinion that your competitor has no right to live. Do you know why we are no longer troubled with "scalpers?" I will tell you. It is on account of this organization. The very minute this Union ceases to exist the country will be flooded with them. Then your business will become unprofitable, and you will be in the same fix the rich man was when he died and went to Hades; you will lift up your eyes in torment and pray for some good brother to come and put your business on a paying basis. Why is it trouble is springing up every little while among you? Because you have no confidence in each other. It then becomes your duty as members of this body to give it your support morally and financially, in order that you may receive the best results. Our success or downfall rests with you, and with you alone. Which will you choose?

All of you went into this organization expecting it would be beneficial to your business. How can we be benefited if we continue to fight among ourselves? Instead of having trouble among ourselves we should be working harmoniously. Now, the only way this can be brought about is to have confidence in your competitor. Treat him fairly, and give him to understand you are willing for him to live. Make some arrangement with him whereby you can do business at a profit. If you will try to help yourselves and aid the Union to the best of your ability, you will have but little trouble. We might send a man to visit you every week and fix up your troubles for you, but we cannot compel you to do business at a profit. That problem must be worked out for yourselves. Gentlemen, this is a serious question, but it must be answered by yourselves. Generally speaking, grain dealers are liberal, broad minded men, but the past has failed to reveal the reason why they desire to continue to do business in a ruinous way.

There is a large amount of money invested in the grain business, but I presume it pays the smallest dividends in proportion to the investment of any business on the face of the globe. It then behooves us to locate the disease and apply the remedy. A physician who could successfully cure the ills of the grain trade would be hailed with delight. We have found that physician, and his name is "The Grain Dealers' Union of Southwest

Iowa and Northwest Missouri." Every dealer should make a special effort to attend all meetings that are held, as they create a friendly feeling among the dealers that would never exist if no meetings were held.

It is the duty of each member, when he hears of any trouble, to lend a helping hand toward adjusting it. Do not wait to be invited, as procrastination is dangerous. A few words at the proper time will save an endless amount of trouble, and it is your duty to assist in maintaining harmony throughout the territory.

It should not be overlooked that the interest of the railroads is almost identical with that of the grain dealers. The two interests should at all times be in harmony with each other. They should use all honorable means to promote the welfare of each other. It is a fact that cannot be disputed that there exists to-day very friendly relations between the Burlington road and the Iowa and Missouri grain dealers. And justly so, as the Burlington officials have proved themselves to be fair minded men.

We will do all in our power to maintain a harmonious grain business, and we need your assistance, and trust we will receive it. If there should be a dealer present who was born long on grain, or is an eternal bull, I desire to drop a word of caution right here; get on the other side, as such a dealer always has trouble with his neighbors, for he will never make up his mind that prices are liable to go lower, but will always buy for an anticipated raise in the market that will probably never come. There is not a dealer within the sound of my voice but knows how he should treat his neighbor; the trouble is he exacts more from that neighbor than he is willing to grant him.

Beware of receiving houses who tell you they are out for business, and must get it from whom they can. Such houses will tear down your business for the sake of buying a few cars of grain from some irregular dealer or farmer. Let them severely alone, as it is dangerous to do business with them. When they find the regular dealers are giving them the cold shoulder, they will begin to see the folly of their way. That class of people must learn a lesson.

Dealers, when you have made up your minds to do business on business principles, you will have solved the whole problem, and not until then. Prior to March, 1896, acquaintance and friendship among dealers in our country was an unknown quantity. Since that time we have become better acquainted with each other, and a friendship has sprung up between us that will not be obliterated with time. We are justified in expecting better results in the future than in the past. Experience is said to be a good teacher, and we certainly have had plenty of it.

H. S. Grimes of Portsmouth, Ohio, vice-president of the Ohio Grain Dealers' Association, wears as his badge of office a miniature ear of corn made of pure gold—the kind of treasure grain dealers lay up when they are "good."

Among the California wheat buyers who have gone to Tacoma and opened offices are William Etlinger of Portland and San Francisco, and Dutard of San Francisco, while other houses have formed connections without opening offices. William Jones of Walla Walla, one of the big operators of the east side of the state, has also gone to Tacoma to do his business of about two million bushels a year through that port instead of Portland.

Corn has not been a popular cereal at the Duluth elevators in the past. At one time a small lot held there over one winter went wrong, and this fact established the belief that corn would not winter well in that climate. Subsequent experience has somewhat dissipated that impression, and it is understood that most of the elevators will handle corn this season. Four elevators and three independent grain firms last year handled 4,216,000 bushels of corn in Duluth, which was the extent of the city's business in that cereal. This quantity was received in the face of railroad prejudice and freight differentials in favor of Chicago.

IN THE COURTS

Kendall & Cline, grain dealers at Edelstein, Ill., failed August 24, sixteen judgments aggregating \$6,000 having been confessed by them. The sheriff levied on 20,000 bushels of grain in store on their premises. They own no real estate. It is estimated that the firm will pay about 90 cents on the dollar.

John Phillips has sued the Mellwood Distilling Company of Louisville, Ky., for \$10,000 personal damages. He fell into a conveyor and had a leg and foot badly mangled, the accident being due, as he claims, to the defective covering of the conveyor, on top of which he had been ordered to work.

Benson Bros. of Colfax, Ill., have sued John Vetter, a farmer, for non-delivery of 3,000 bushels of corn under contract. The Bensons agreed to pay 24 cents, but when the specified time of delivery arrived, Vetter failed to deliver it. The corn was then worth 27 cents; and the Bensons sue to recover the difference, \$90.

In the Superior Court of Cook County suit has been brought by James C. Young of Minneapolis against Robert Lindblom of Chicago for \$10,000 damages through the latter's failure. Young alleges that Mr. Lindblom had charge of a wheat deal. The suit is for his margins and his prospective profits on the deal. Mr. Young says he was closed out without notice.

At Kingfisher, Ont., a track buyer brought an action for mandamus against the Rock Island road to compel the company to furnish the complainant with grain cars, the company having decided to furnish cars only to grain dealers operating elevators. Judge McAtee issued a writ of mandamus ordering the company to furnish the cars called for, under penalty of imprisonment of the company's agent for contempt of court.

In the case of William Birmingham vs. The State Auditor, Treasurer and Grain Inspector, the Supreme Court of Washington, in an action brought to restrain the state officers from paying warrants under the grain inspection act, inasmuch as the appropriation had been exhausted, has refused to restrain the officers from executing the laws in the absence of evidence to show that the complainant will be himself directly injured. The legislature's last appropriation was too small; and the state inspector must be allowed to issue certificates of indebtedness to cover expenses or close his office.

In the case of T. Lovett Company, operating a roller mill at Berryville, Va., who brought suit against George W. Wynkoop, Jr., to recover damages on account of the latter's failure to deliver 250 bushels of wheat on contract, at 99½ cents, which defendant afterward sold at \$1.30, mentioned last month as resulting on trial in a disagreement of the jury, the Lovett Company was, on a new trial, given a verdict for \$74.37, which sum was the difference in the price at which the wheat was contracted to be delivered and the highest price wheat reached before the expiration of the two weeks within which, under the contract, the defendant might have delivered the wheat. The defendant simply denied making any contract except one conditioned on his ability to deliver the wheat within two weeks.

In the case of C. C. Shelton & Co. of Chattanooga against C. D. Smith & Co. of Nashville and P. P. Williams Grain Co. of St. Louis, mentioned in this department last month, the defendant companies have filed an answer and also a cross-bill. The original bill claimed \$13,000 damages for breach of contract to sell complainants 40,000 bushels of No. 2 wheat. The answer claims that the grain easily graded No. 2 in several inspections, and that only when sent to Chicago did it grade less, and that they had sold the wheat, not on Chicago grading, but on Tennessee grading. Also, that after this wheat was thrown back on the respondents it graded No. 2 again, at the place where they had sold it to Shelton & Co. In their cross-bill defendants claim that of these 40,000 bushels of wheat, Shelton & Co. paid for about 23,000 bushels; that the balance was refused and thrown back upon them, and that they sold this balance at a loss of

some \$2,500; for which amount they ask judgment against Shelton & Co.

An attachment for \$19,800 in favor of Robert K. Waller of Chicago against the National Linseed Oil Company of Chicago was received for service in New York August 11. The claim was an assignment to Waller from the Toledo Linseed Oil Company for differences on a contract for 198,000 bushels of flaxseed, which the National company contracted July 16 to purchase of the Toledo company at 95 cents. On July 28 the price of seed was only 85 cents, and the margin of 10 cents per bushel was demanded. The attachment was served on New York brokers.

TERMINALS FOR BUCKET ELEVATORS.

Bucket elevators and appliances have been brought in recent years to a high degree of usefulness and mechanical perfection. The cuts herewith

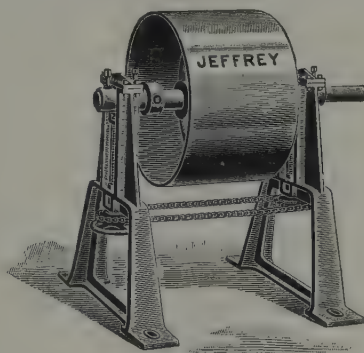


FIG. 2. THE JEFFREY ADJUSTABLE ELEVATOR HEAD. presented illustrate some terminals for use in bucket elevators employing either chain or leather belting in their construction. A glance at the easy and perfect adjusting devices is enough to make

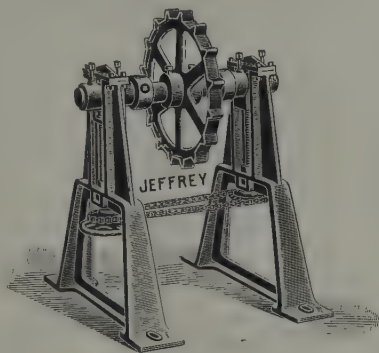


FIG. 3. ADJUSTABLE HEAD, CHAIN DRIVE. an old-time miller sigh and wonder why so many of the good things in milling have come so late in life.

The boot shown is known as the Jeffrey All Cast

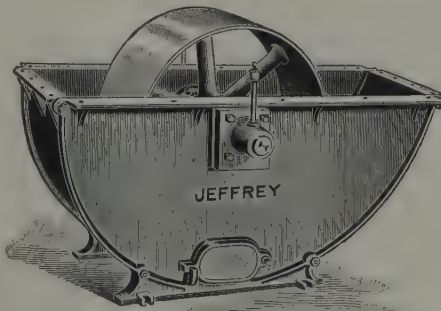


FIG. 1. THE JEFFREY ELEVATOR BOOT.

Iron Boot. It has cast-iron bottom and stationary bearings, used only in connection with the adjustable heads shown. The pattern of the boot insures perfect delivery to the buckets.

The heads are made of substantial floor stands with adjustable bearings, which are connected by a chain in order to insure a uniform adjustment, thus keeping the alignment perfect when taking up the slack.

This elevator permits of being driven either at

the foot or the head. This is a great advantage where space is limited, and it is more convenient to locate the drive at the foot. The boot or foot of an elevator is sometimes located in such a manner as to make it almost utterly impossible to get to it for frequent adjustment, and in such cases the adjustable head is almost indispensable.

These terminals are made in various sizes by The Jeffrey Manufacturing Co. of Columbus, Ohio, of whom further and complete data can be had upon request.

THE FRUITS OF A BAD EXAMPLE.

At the Iowa building of the World's Fair at Chicago in 1893, the head of the corn show exhibited a number of manufactured ears of corn that were simply enormous. A card which was hung by them said: "Iowa does not raise corn of this size now, but hopes to do so in time for the next World's Fair." A great many people who did not read the card, which was not very prominently displayed, and who were not long on corn knowledge, "really thought that the cleverly made-up ears were the honest natural product of an Iowa corn field," we are told by an Iowa historian of Iowa cleverness.

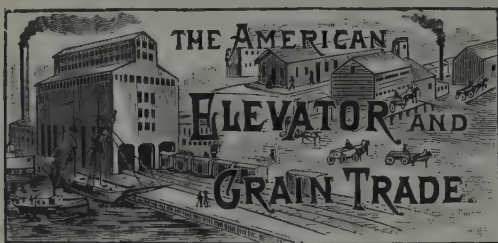
If one is to believe a story coming West from Geneva, N. Y., there are even farmers in that ancient state who, though supposedly "long on corn knowledge," seem to "really think" that the wild and woolly Iowa produces a maize product of that sort.

At any rate, a Smooth Young Man went out among the New Yorkers recently, exhibiting ears of corn fully 23 inches long, with their 24 rows of kernels—sample ears of a new Western corn, raised from seed "brought from Egypt," hence the name of the variety, "Pride of Egypt" [Illinois?]. The corn was a great looker and sold quite readily at 25 cents per kernel to the natives, who saw visions of future wealth from a purchase of 10 to 100 kernels at two bits per kernel.

The Smooth Young Man, who said he was a "native of Egypt" (a Romany?), was doing a land-office business until one morning a farmer's smart-alex son, endowed with Nutmeg State thrift and Spartan morals, lifted from the traveler's telescope for his own use a sample ear of the famous corn, which he accidentally broke, disclosing the swindle. But the climax had come too late. The Smooth Young Man was already in his wagon and he escaped with his ill-gotten pelf, and Iowa's reputation as a corn state is blasted in the eyes of New Yorkers. The Iowa commissioners should have made their legend on doctored corn more conspicuous.

The Minneapolis Journal's recent review of the flaxseed situation shows that the aggregate production in the ten years was 127,000,000 bushels, an average of 12,700,000 bushels per year. The imports for the ten years have been 14,393,000 bushels, an average of 1,439,000 bushels, while exports have been 12,391,000, an average of 1,239,000. The total available supply has been 129,000,000, an average of 12,900,000 bushels. The estimated stocks of old flax remaining on hand are placed at 4,000,000 bushels, and the crop this season is estimated at 16,000,000 bushels, making a total of 20,000,000 bushels for the year's supply, against which requirements for home use are estimated at 13,000,000 bushels, leaving for export 7,000,000 bushels.

H. H. Carr & Co. of Chicago, the "farmer's friend," is engaged upon a work which it is expected will revolutionize the grain business and relegate the old time elevator into "innocuous desuetude." This is no more nor less than an appliance which is designed for sale to the farmers and which is for the sole purpose of elevating their grain from the wagon into cars. It is fearfully and wonderfully made and the mechanic to whom is devolved the work of putting Mr. Carr's ideas into tangible shape expects soon to place this new world beater upon the market. In the meantime the regular dealers are getting the farmers' grain, and it has not been announced in what undiscovered country the "farmer's friend's" new appliance will be worked.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL, - - - Business Manager.
HARLEY B. MITCHELL, - - - Editor.

Subscription Price, - - - \$1.00 per Year.
English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1898.

Official Paper of the Illinois Grain Dealers' Association.

FARMERS' ELEVATORS.

The article which we reproduced in our last issue from the Winona (Minn.) Republican has had quite a run through the local papers of the Northwest, and the comment it has excited has varied with the experience of the individual locality with these institutions. The comment itself proves the statement we made that co-operative elevators will succeed only with the same sort of management that is essential to the success of a private elevator. There is absolutely nothing in the idea of co-operation that will compensate for the lack of good business sense in the management of an elevator. For often this very thing is lacking. As a local Minnesota paper, the Dodge Center Record, says, "There is a mismanagement that is not dishonest which grows out of a desire to give the farmer the very highest price possible for his products." There is where the farmers' elevator is so often fatally defective as a business enterprise. It distributes the profits before they are made to the farmer, and almost inevitably the instrument of distribution, the elevator itself, becomes the victim of this inversion of business principles. The farmers in such cases get a benefit; but the process kills the goose that lays the egg.

We note that one of the oldest farmers' elevators in Iowa has just been sold. Nearly twenty-five years ago the farmers around Ogden concluded to erect an elevator. They operated it several years and found themselves \$3,000 in debt. It has been rented to private parties for years and the rents gradually paid off the debt. After waiting twenty years the stockholders get 80 cents on the dollar. There was never any charge of dishonesty that we

have heard; simply the defects inseparable from co-operative management; "everybody's business is nobody's business;" and it was only through renting the elevator to private parties that failure was avoided and obligations incurred under co-operative management paid off. But at least one community was cured of the notion that there are extravagant profits in the grain business.

WRITTEN GRAIN CONTRACTS.

In the communicated columns of this paper a large number of grain dealers, representing nearly all sections of the country, present their views on the use of written contracts when buying grain from farmers for future delivery. These communications, because of the varied experiences which they cover and the different conclusions arrived at, can hardly fail to repay a careful perusal.

A number of dealers, very sensibly, buy grain only on delivery and at the current market price. This plan seems invariably to give satisfaction to both farmer and dealer, which can hardly be said of the policy of purchasing for future delivery at a fixed price. Where grain is purchased in this way, however, it is necessary to agree upon the quality of the grain, the price to be paid and the time of delivery. To make a simple written and signed statement covering these points, giving a copy to each party, would seem to be exercising only common business prudence. But then the average farmer cannot see through very much business.

The experience of a number of dealers seems to be that the farmers who object to signing written contracts are frequently those who would keep a verbal contract as rigidly as a written one. On the other hand, those who readily enter into a written contract belong to a class of renters and irresponsible farmers against whom it is useless to try to enforce a contract.

The idea of a written contract very naturally favorably impresses those who have been using verbal agreements only, but those who have had experience with them—very satisfactory in most cases—point out some of their objectionable features. It appears that they do not meet with favor among farmers in a community where they had never been previously used, and for one dealer to attempt to use them, without the coöperation of all his competitors, would result in a loss of business. And here is where the value of an association can make itself apparent.

If a contract is made and not carried out by the farmer, its terms should be enforced, and dealers who have adhered to this rule claim to have lost nothing by it. Some complain that the laws of their state do not sufficiently protect them under the contract; that is, where money has been advanced to the farmer on a contract and he disposes of his grain elsewhere, and is financially irresponsible, the dealer cannot make a criminal case against him.

A number of forms of printed contracts are presented, and recommended by the users as having proved satisfactory. Dealers may find in some of these an improvement on their present form, or one suitable for their use in making the advance step from verbal to written contracts.

STATUS OF WHEAT.

During the past week or ten days there has been a perceptible decline in the tone of the wheat bears. Not only have estimates of the world's wheat production been pared down considerably, but the depleted state of wheat reserves has been given more importance. The world's great crop of 1894, which has been a favorite one for comparison with that of 1898, for the reason that it was followed by a period of extremely low prices, went into consumption under very different circumstances from that of 1898. The world's visible supply on September 1, 1894, was 120,000,000 bushels larger than on the corresponding date this year, and the invisible supply was 200,000,000 bushels more. So, while the crop of 1898 is 58,000,000 bushels larger than in 1894, the reserves are figured at more than 300,000,000 bushels less. Beerbohm's List concludes that a return to the low prices of 1894-5 need not be feared. Certainly circumstances do not appear to warrant the extreme bear views current a few weeks since.

A SUGGESTED EXPLANATION.

A well-known firm of grain receivers, in business for many years, suggest to us that occasionally some of the large shortages complained of are made to cover up a shortage in the country, either of error or of fraud. The suggestion is not made as explanatory of shortages in general, but as of undoubted occurrence at times, as their experience has shown. It is not a pleasant thing to suspect employees holding positions of trust; but it would be folly to assert that everybody in the grain business is honest. A short shipment would be in many cases an obvious and easy way of covering up either fraud or some gross error. That it has been done at times is doubtless true. It is unpleasant to think of and we don't believe it happens very often, for the reason that the great majority of men in responsible positions are honest. There is always a small percentage of failure of trust in all business; and the percentage of shortages traceable to fraud at the shipping point to cover up other fraud would tally with that percentage; no more, no less.

A TRACK LOADING CASE.

Down in Oklahoma the Chicago, Rock Island & Pacific decided to "tote fair" with the regular dealers. It recognized the fact that the men who had invested their money in elevators were deserving of some consideration for the service they did the road. Accordingly it concluded that it would be fair to furnish cars only to dealers operating elevators, and its agents were instructed accordingly. But a track buyer at Enid brought suit to compel the company to furnish him cars. Judge McAtee at Kingfisher issued a writ of mandamus to furnish the cars under penalty of imprisoning the agent for contempt if he failed to do so.

Of course the company furnished the cars. There was nothing else to do. In the northwest railroads have often furnished cars that regular customers needed badly and were waiting for to obstreperous individuals who took advantage of state enactments and knew the company would not dare to refuse cars no mat-

ter how much the demand might hamper it. We regret to chronicle such an incident as that at Enid, because it adds to the difficulties in the way of a permanent settling of the question in the right way; and there can be no equitable settlement which does not recognize the fact that the regular dealer bears a relation to the community and the railroad different from that of the track loader.

PRICE-MAKING.

"Agree with thine adversary quickly while thou art in the way with him," is good advice and emanates from high authority; but the grain dealer in Illinois or in almost any other Western state who attempts to put it in practice runs up against an anti-trust law. It is unlawful in Illinois and elsewhere to be at peace with your competitor. Apparently the law contemplates that the proper condition of the business man should be one of enmity toward all his fellows. He must not agree with them for instance, on a proper price to be paid for grain; if he does, he breaks the laws of his state and offends against the omniscient wisdom of the legislature.

Perhaps the general idea of laws against combinations is all right; but it seems a shame to make a legal enactment that men must eat each other; to prevent them from resolving not to make fools of themselves by idiotic competition. Insurance companies have found a way to get around such laws. It is easy enough; they don't agree upon a rate. The rates are furnished the companies. Grain men could do the same if necessary; but it is hardly necessary. In each locality the dealers know what is a fair price. They can't agree with each other to pay it; but there is no law to prevent each one from agreeing with himself not to pay more.

SAVE TWO CENTS.

Probably most of our readers have been stamping their scale tickets, where the tickets are cashed at the local bank, with a two-cent stamp. It is fair to assume this as bankers very generally along with the collectors of internal revenue have held that a scale ticket which is to be cashed at a bank is "an order for the payment of money" within the meaning of the war revenue measure. Naturally both bankers and collectors would make the law broad enough. We hear, however, that an Iowa firm has drafted a ticket that the authorities at Washington have decided does not need a stamp, though it is cashed at the bank. The collector of the district ruled that a stamp was necessary, but an appeal to Washington resulted in overruling the collector. We have not seen the ticket, but we presume it follows the plan of making it merely a warehouse receipt, stating quantity and value. Such receipts are expressly exempted in the law from the tax on warehouse receipts. Where they are addressed to nobody and read merely "Received of" instead of "Pay to" they can hardly be classed as orders. The subject is worth investigating by grain men. Get a ticket that the department will approve of. You will save something, part of which you can spend in renewing your subscription to the "American Elevator and Grain Trade," and leave a hand-

some balance for a Christmas present to your wife or some other fellow's sister.

SHALL THE CUSTOM OF TRACK BIDDING BE ABOLISHED?

There is a growing sentiment among Illinois dealers and Chicago receivers as well, that the custom of track bidding should be abolished. It is alleged that the influence of such buying is harmful to the general market and disadvantageous also to the country dealer. One of its serious effects is the double influence which it has on the market. The track buyer or elevator man immediately after his purchase goes into the "pit" and sells futures against the grain, thus raiding the market; then when the actual stuff comes in, the large receipts have a tendency to depress prices, making the selling pressure double what it should be.

As regards the disadvantages to the country dealer, it is well known that if his grain inspects a lower grade than it should, the buyer takes no trouble to have it reinspected as his profits are as great under the first inspection. The buyer also will sell the grain to go anywhere as he knows the country man will have to stand the terminal weights. The commission merchant, on the contrary, protects his customers' interests both in regard to weight and inspection. If the dealer sells on track he figures on close margins, and the chances are that these will be swallowed up in shrinkages, shortages and unlooked for charges. When he sells on consignment he can figure on larger margins and consequently can make more money.

It is the belief of nearly all of the Chicago receivers that if the country dealer will hedge all of his grain as he buys it by selling a future (May for instance at present) and consign his grain, taking off his hedges as the grain arrives, he will make the carrying charge himself as his grain will be sold by sample on arrival regardless of the grade.

CORN.

The chief point of interest in the Government Crop Report, issued on September 10, was corn. In the last three weeks there has been much conflict of opinion as to the corn prospect in view of the positive damage known to have been inflicted. The government report shows a condition of 81.4, indicating a yield of 24.05 bushels per acre. This means a crop of 1,873,000,000 bushels as compared with 1,902,000,000 bushels in 1897. The seven big corn states that furnish the larger part of the corn crop are credited with 1,141,231,000 bushels or 89,410,000 bushels less than last year.

To particularize, Ohio is credited with 93,619,000 bushels, an excess of 1,500,000 bushels as compared with last year. Indiana is to have 119,088,000 bushels, or nearly 10,000,000 bushels more than in 1897. Illinois is given 186,620,000 bushels, against 232,928,085 bushels in 1897; Iowa 211,294,000 bushels, against 220,089,149 last year; Missouri, 175,534,000 bushels, against 171,923,882; Kansas, 182,688,000, against 162,442,728; Nebraska, 172,368,000, against 241,268,490.

Practically, Illinois and Nebraska represent all the deficiency. There is a large discrepancy

between the government estimates and those of private parties in some states, notably in Nebraska. Some weeks ago fully 200,000,000 bushels were prophesied for Nebraska; but now it is a question whether the government figures are not much too high. With some there is comfort in the reflection that there will not be too much corn this year. This may not be satisfactory in Nebraska and Illinois, where the shortage is; but the circumstance has its bright side elsewhere; Indiana for instance.

CHECKING DELIVERIES OF GRAIN.

The enterprising farmers of Harvey County, Kans., who proposed to raise a fund for Joe Leiter, have hit upon a plan which they think will be effectual to increase the price of wheat and hold up the market. The matter is explained in a circular letter and from it the plan may be stated as follows: An assessment of two cents a bushel is to be levied on the wheat raised and the money so collected is to be used to control deliveries of wheat. This is to be accomplished by advancing money to the impecunious farmer who is obliged to sell his wheat, at a low rate of interest. His wheat is to be taken and stored and not sold until prices reach a certain figure, say 65 cents, when after paying storage, etc., the balance is turned over to the producer of the wheat.

To make this alliance effectual, the wheat belt of each state is to be organized in the same way. Each district is to be the custodian of its own funds, but the whole power of the union will be wielded from a central office. The leading spirit of the movement thinks the time auspicious, for the visible supply is low, farm reserves almost wiped out and the wheat that is sold is entering into immediate consumption.

Practically this is a farmer's corner that is proposed. Nobody need seriously object to it. The farmers have a perfect right to hold their wheat for better prices if they want to; and it would be a good thing for the farmer himself, for railroads and for grain men if grain were not rushed to market as it almost invariably is. Prices cannot hold up when a perfect deluge of grain comes in from the farms. Nevertheless we have little faith in any plan which, to be effectual, would have to secure the coöperation of a million people, more or less. It is altogether too big a scheme.

The history of the Argentine wheat market during the past shipping season was anything but a satisfaction to exporters. Opening with a scarcity of old wheat, which drove prices far above the exporting point until millers had secured all they required, the exporters were unable to fill their engagements for tonnage made in view of the large quantity of grain in sight. Then freights fell, of which they got no benefit; gold appreciated, benefiting the sellers; and just when the exporters had adjusted themselves to the new conditions, then came the Spanish-American war and the most phenomenal rise ever chronicled in the Argentine wheat market, followed by equally phenomenal depression, reaching to the first of July. After all, even in wheat, "there are others."

EDITORIAL MENTION

Buy your grain right; don't give all the profit to the farmer.

Nothing in the grain business is more certain than the general cussedness of "the other fellow."

Corn may be king, but according to a poultry enthusiast, the hen is indisputably the Yankee queen.

The Millers' National Insurance Co. of Chicago is now represented in Philadelphia by Koons & Schwartz.

The government report gives an estimated crop of oats of 620,000,000 bushels, or 78,000,000 bushels less than last year.

The sessions of the Grain Dealers' National Association's meeting in this city on November 2 and 3 will be held at the Chicago Beach Hotel.

Cultivate independence; but don't overdo it by neglecting to renew your subscription to the "American Elevator and Grain Trade" promptly.

An elevator insurance tariff covering the state of Illinois is soon to be issued by the Illinois State Board. The state has been divided into 29 districts for rating purposes.

The war just closed was unique in more than one respect. During its continuance grain prices declined and general business improved, two things that rarely happen in war time.

German farmers are beginning to feed corn to their stock. A large share of the corn that has gone from our shores the past year has been fed by the German farmers themselves.

A project has been formed to reorganize the National Linseed Oil Co. and New York parties have advertised for proxies. It is understood that the purpose is to oust the present management.

We see from a Buenos Ayres paper that the Sociedad Anonima Elevadores y Depositos de Granos has gone into liquidation. The carrying charges on that name were enough to invite bankruptcy.

A man may be full of ideas; and yet there may be about his person somewhere ample room for the play of common sense. N. B.—This does not necessarily refer to the grain man who wants to handle all the grain on his road, but there is a suspicion that it does.

There would seem little likelihood of the old Air Line Elevator that burned the past month being rebuilt. The insurance companies know it, and therefore are calmly going into the question of the cost of replacing it under the replacing clause of their policies. The idea probably is that by figuring on replacing it

they can knock something off the settlement price. At least that is the way it looks to a man up a tree.

An English scientist predicts that the world's wheat supply will fail through failure of the supply of nitrogen. However, as this is not to occur until 1931, it is too early to begin buying wheat for a rise.

Get your corn cribs ready for the new crop now, while the weather is fine. Fix the roof when the sun shines, and fiddle under shelter when it rains, as was once suggested to the Arkansaw Traveler.

The grain dealer who has "no time to read" his trade literature, or "has too many other papers," is usually too busy "puttering 'round" to see any leaks in his business or learn anything that is new or useful to him.

Arcola, Ill., the center of the broom corn area will hold a four-days' festival September 28 to October 1, in honor of that product. Among the attractions will be a palace of ancient design constructed entirely of broom corn.

In Northern Iowa it is said that never was a better crop of wheat raised than during the present year, and never was so much of it wasted. Wheat and oats stood in the field in shocks until the rain and heat practically ruined them.

One of the largest guesses on the wheat crop is that of John Cudahy, who states his belief that the United States and Canada have raised 800,000,000 bushels of wheat this year. At the same time he thinks that prices are about low enough.

Heinrich Heine said: "The man who never in his life was foolish was never a wise man." But that's no reason why a grain dealer who ought to be wise should make a fool of himself, as so many do, by trying to drive everyone else out of the grain business in his neighborhood.

Members of grain dealers' associations who get discouraged and swear "the association is no good" are reminded that while the frog was built to croak a man wasn't; and that "there are no lubricants like patience and common sense for getting over the rough places in business."

New Orleans shipped over 40,000,000 bushels of grain to Europe for the year ending August 31. There was some decrease in the corn shipments as compared with the previous year, but they still amounted to 22,000,000 bushels, and the aggregate amount of grain was larger than for the preceding year.

Don't overload your grain bins or storage rooms; or, what is better still, be sure that they are capable of supporting any load that their capacity will permit. The foundations should not be overlooked, as no building, however strong, can long withstand the strain due to an uneven settling of the foundation. A number of granaries have been reported as collapsing during the past month, in one case resulting in the loss of a life. Aside from the

possible loss of property and danger to self, no elevator owner or manager can afford to run the risk of being charged with criminal carelessness.

The Interstate Commerce Commission has sustained its ruling against the railroads, making a terminal charge of \$2 per car on live stock at Chicago. This charge was one of the "perquisites," to give it a mild name, exacted for a service which the railroad is always supposed to give—delivery of the goods.

The Illinois Grain Dealers' Association and members of the Chicago Board of Trade will give a dinner at 6 o'clock p. m., on Thursday, September 15, at the Victoria Hotel, Chicago. After the dinner the matter of legislative and political work in Illinois relative to the public warehouse law will be discussed, and a plan of campaign outlined.

The Kansas City commission houses who refuse to handle scalpers' business are becoming the rule and not the exception. Meantime the Kansas Grain Dealers' Association "ain't sayin' a word"—just sawing wood and enrolling new members every day. The scalper is getting quite tired doing business in Kansas and Oklahoma and Nebraska nowadays.

Inspection is claimed to be stiffer this year at Duluth than at Minneapolis. There is always more or less kicking about inspection at the commencement of the season in the Northwest, because the inspection is irregular; and it is irregular largely on account of new people on the inspection force. After a few weeks it runs all right and with remarkably little friction or complaint.

A Kansas paper says: "A local grain exchange has been organized for the purpose of speculating on the grain markets. A special wire has been leased and every change in the market is telegraphed." Of course that means bucket shop; and you can look for a new crop of mortgages in that part of the state. No amount of prosperity will avail against the bucketshop habit.

The newspapers have again paid off Joseph Leiter's debts; but we regret to say that it is only on paper. Mr. Leiter himself says his indebtedness is in the same position it has been all along. The last of the notes given by John Cudahy, five years ago, after his big deal, have just been taken up. The checks amounted to \$390,000, and Cudahy is again reputed to be a millionaire. May the same good luck happen to Leiter.

Something certainly seems to be wrong with the Erie Canal and its management. Although \$9,000,000 have been spent upon it recently, the bad condition of the canal is the cause of much bitter complaint by the boatmen, who declare the canal is in a worse condition now than it was before the \$9,000,000 were spent upon it. During the season thus far over twenty breaks in the banks have been reported, and the interruptions to traffic have prevailed to such an extent that during May only 100,000 bushels of grain reached New York by that route. The recent history and

current records of the canal are dismal reading indeed, and the outlook for the future is anything but encouraging.

The announcement is made that Mr. W. H. Chambers has resigned his office as Secretary of the Nebraska Grain Dealers' Association, to take a position with Peavey & Co. The Nebraska Association will regret Mr. Chambers' retirement, who was not only a faithful and successful servant of the Association, but a man who had both the respect and good-will of everyone who knew him. His successor is Mr. A. H. Bewsher, late of Atchison, a young man of good ability and thorough acquaintance with the trade and its conditions in Nebraska, and who will, without doubt, prove a worthy successor of his able predecessor, Mr. Chambers.

In the good old days, one of the smoothest ways of doing up one's neighbor in the grain business was to wait until we knew he had sold and shipped Smith's corn which he had in store and on which he had issued his warehouse receipt, and then, when the price went up several notches, to suggest to Smith that this would be a good time to sell; say we'd take his corn at so much, or enough to send Smith hustling over to our neighbor with his warehouse receipt and a demand for the grain. But, alas! those good old days are gone. Our neighbors don't have any fun like that for themselves any more, and ennui nearly consumes all of us, we're so good. But, all the same, it's good advice to follow: Don't speculate with some other fellow's grain.

The effort of the Brooklyn Wharf and Warehouse Company to simplify the grain insurance policies, and thereby in a measure remove one of the various handicaps now acting as a drag on the grain-shipping business of New York City, by an agreement of the insurance companies to a blanket policy of new form on graded grain on all the elevators and stores of that company at 50 cents per \$100, has received a set-back in the objection of several of the largest companies after the companies generally had agreed to the plan. This matter, in connection with the other effort of the Produce Exchange to obtain delivery of canal grain free of lighterage charges, placing such grain on an equality with railroad grain, is regarded as one of vital importance to the new movement in New York City to stop the apparent decline of the grain exporting trade of that city.

The elevator men in the Northwest have "generally agreed," we are told, that they will not fill their houses with grain "unless they can get carrying charges." To the cold, unfeeling world it doesn't seem very strange that they would agree to do business this way; but the world doesn't know, of course, that many elevator men are philanthropists in the disguise of business men, and are doing business for some other fellow's health—building elevators to store farmers' grain at the elevator's expense. This year, however, the crop is so large and farmers' granaries so small that the elevator men think they will try to take a day off from the philanthropy end of the business and force carrying charges out of the farmers who want to store "for a dollar." Well, why

not? Why not do it right along? What's the use of building and operating storage elevators that don't earn storage charges?

Did you ever keep tab on expenses, so as to find out just exactly how much it costs you, Mr. Dealer, to handle a bushel of grain? If you never did this, try it for a few months; and you will understand why you don't make more money on the margin you buy on. A grain dealer is entitled to wages for his time, interest on his investment and profit. How many of you get all of these, fighting your neighbor for that jag of grain that one or the other of you will get any way?

One piece of news that does not seem to have reached the newspapers was that during a recent thunderstorm the big elevator of the Boston & Albany at the Cunard Docks, Boston, was struck by lightning and seven separate fires started in the monitor roof. The monitor was 100 feet above the wharf, and another big elevator fire would undoubtedly have occurred had not the watchman been on hand. Possibly his services would have been of little value had it not happened that the fire pails had lately been put in order and were handy. The moral is too obvious for comment. The fire pail is the great fighter for incipient fires.

The insurance on the Fitchburg railroad elevator, burned April 17, has at last been adjusted, the amount being fixed by a compromise at \$90,132, appraisers claiming a large depreciation in the value of the elevator after it was insured. The adjustment of the grain loss was even more tedious and complicated, it appearing that the railroad had, as it was authorized by law to do, insured the grain for indemnity only as in transit, so that the underwriters were practically reinsurers and liable for a larger amount under their open policies than they at first supposed. The total insurance was \$200,000, but under the circumstances the companies are not entitled to the salvage, say \$40,000. The larger companies have finally withdrawn their objections, and it may be that this effort to finally stop the "slow grinding mills" may be successful.

A test case has been made at Chicago to try conclusions with the government on the constitutionality of that clause of the revenue law requiring a stamp upon every memorandum of sale made by a commission merchant, a Milwaukee clerk having been arrested for the purpose, charged with selling 2,289 bushels of grain without making a memorandum thereof or paying the tax provided. The clerk's attorney holds that it is beyond the power of Congress to prescribe whether contracts made within states shall be made orally or in writing. Meantime, at St. Louis, the commission merchants handling grain and hay in carload lots have not been stamping bills rendered to parties to whom such sales were made, nor the returns made to country shippers, having been advised by the Collector that such stamps were not required. The District Attorney, however, rules differently, holding that all sales of merchandise, grain and produce made at any exchange are taxable. A decision in the Chicago case will therefore be watched for with interest.

..Points and Figures..

The total wheat yield of Washington and Oregon is now estimated at 45,000,000 bushels, of which 36,000,000 will be available for export.

Representatives of the larger grain dealers of the Northwest met at Sioux City, Iowa, August 18, to talk over the classification of the crop, particular attention being given to damp grain.

The Michigan bean crop is generally regarded as a poor one, both in quantity and quality. Rust has appeared in several counties, and the beans are discolored more or less and will sell only as culls.

Argentine shipments of grain for the first six months of 1898 included 645,398 tons of wheat, 135,948 tons of corn, 144,438 tons of flaxseed, 11,571 tons of flour, 21,040 tons of bran, 40,755 bags oilseed, and 369,484 tons of hay.

Harbormaster Visell's report for the month of August shows the foreign and San Francisco shipments of wheat from the port of Tacoma, Wash., to be 215,158 bushels, valued at \$151,065. Also, 24,435 barrels of flour, valued at \$87,038.

As a market for original grain, Memphis is of little importance, the amount handled hardly exceeding 100,000 bushels, and only two firms in the city are doing business in that kind of grain. Only a more general diversification of crop will increase the receipts of grain.

As a remedy for rust on bean plants, the Bordeaux mixture is suggested, using it as a spray with a force pump. It should be applied as soon as symptoms of an attack of rust are apparent; for rust soon affects the color of the beans, which nothing will remedy.

The grain dealers of Northern Iowa held their annual meeting at Iowa Falls August 31, and elected the following officers: President, James S. Smith of Iowa Falls; vice-president, Hans Hanson of Latimer; secretary, A. A. Moore of Sheffield; treasurer, Thomas Thomas of Sheffield.

Milford, Illinois, is said to be the largest grain shipping point on the Chicago & Eastern Illinois road, the number of cars for the year ending July 1 having been 1,143, of which 688 were corn, 450 oats and 5 wheat. The town has three elevators, with a storage capacity of nearly 400,000 bushels.

Heavy rains have delayed thrashing in Western Kansas, which in some measure accounts for the tardy movement of wheat; but a more important influence is the fact that Western Kansas farmers are not disposed to sell wheat at present prices and are building granaries to store it on the farms.

Some of the grain shovelers of Brooklyn "have a kick coming," but this time not against their employers, but against the management of their union. They threatened to deliver their complaints in person to the president, but when the time came thought better of it and failed to meet at the hall they had hired.

The West Coast Trade reminds those who want to reduce the weight of No. 1 wheat in Washington inspection that notwithstanding large quantities of wheat were last year damaged by rain, less than one-fourth of the crop inspected failed to grade as No. 1, and only a fraction of this fraction failed to grade on account of light weight.

The corn production of the South Atlantic and Gulf states, which was 157,275,786 bushels in 1890, was only 165,061,343 bushels in 1897. This proportional decrease has been attributed to the larger use of the land for truck farming and fruit growing, which are more profitable than corn growing, yielding an income of but \$10 to \$12 per acre.

Wheat handlers on the Pacific Coast predict that if President James Hill of the Great Northern builds a bulk elevator on the Coast, as he has announced he would, it will be a failure. The bulk of the trade being export shipments to Europe, the vessel's passing twice from cold to warm water causes the wheat to sweat when lying in bulk in the hold and ruins the cargo, which must have free circulation of air through it while in the tropics.

Trade Notes

The N. P. Bowsher Co., South Bend, Ind., report the satisfactory opening of another season's trade for their well-known Bowsher Feed Mills.

Chas. Kaestner & Co. of Chicago are building twelve 1,000-bushel Chase-Kaestner Improved Oat Clippers, to go in the Grand Trunk Elevator at Chicago.

Ad. Enix, engineer at Elevator "A," Ambia, Ind., has devised a fan attachment for car-loading spouts which is said to be a success, enabling a car to be loaded without any shoveling.

Messrs. T. K. Webster, president of the Webster Manufacturing Company, and John S. Metcalf, of John S. Metcalf & Co., both of this city, started August 16 on the Kaiser Wilhelm der Grosse for a business tour through Europe.

IL Channon Co. of Chicago have recently furnished several large equipments of their Ajax Transmission Rope, among which is the complete equipment for the new Fitchburg R. R. Co.'s elevator near Boston, and also a large drive for the Inland Steel Co. at Chicago Heights, Ill.

The 1898-99 general catalogue of the Marseilles Manufacturing Company of Marseilles, Ill., has just been issued. It consists of 126 pages, and illustrates and describes their entire line of goods, comprising hand and power corn shellers, feed cutters and grinders, horse powers, and a long list of agricultural implements.

The Jeffrey Mfg. Co., Columbus, Ohio, send us a copy of their special price list, containing special reference to elevator buckets and conveyors. The company has lately completed its sheet metal department, which is specially equipped for the manufacture of Jeffrey Standard Elevator Buckets and Spiral Conveyors. The company carries in stock Standard Buckets and Conveyors, thus insuring prompt shipment.

On Saturday, August 27, the employees of the Webster Mfg. Co. of Chicago held their sixth annual picnic at Crystal Lake on the Northwestern road. The program consisted of an address by Frank D. Comerford on "Our Nation; Through Trials to Triumph," songs by the Rockwell Glee Club, recitations by Joseph Deutsch and music by a military band; and after lunch there was a baseball game, races of various sorts, a beauty contest, cakewalk, etc. The picnic was very largely attended, and was by all odds the most successful of the series.

The Huntley Mfg. Co. of Silver Creek, N. Y., manufacturers of the widely known Monitor Grain Cleaners, are about to place on the market a new Gravity Separator. The general principles of this machine are well known, being similar to that employed in all gravity separators, but they have added some special features that are strictly new, and for which applications for patents have been made. We expected to illustrate this machine this month, but the manufacturers were not quite ready. They claim that while the general principles of gravity separators are old, the features which are peculiar to their machine make it entirely practical and an assured success. In a recent personal interview, the secretary of the company stated that "if gravity machines get to the front, we will be in it very big."

The Webster Mfg. Co. of Chicago is fitting up new rooms on the first floor of its main building, into which it will remove its general offices. The new offices will occupy the full width of the building of 66 feet, and will have a depth of 36 feet. They will be arranged throughout in the most convenient manner possible and nothing will be omitted in decoration or fitting that could add to their beauty or adaptability for the purposes needed. The floors are all of hardwood and all partitions and fittings of quarter-sawn oak. The offices will have special telephone service with three wires and a switchboard. Each desk will be furnished with its own telephone. The old offices, which are

now on the second floor, will be retained for the use of the order department, bookkeepers and cashier, while the new offices will be occupied by the executive officers and sales department.

The Invincible Needle Screen Gravity Separator, described in the Barley and Malt section of this paper this month, is a late acquisition of the Invincible Grain Cleaner Co. of Silver Creek, N. Y. It is considered by experts a valuable machine for handling oats, wheat and all grains, cleaning them from seeds and other small refuse matter and for grading. It will also take rye out of wheat, flax out of wheat or make any separation of two grains, one larger than the other. Any elevator, it would seem, could use one of these machines to good advantage.

A new company of engineers, founders and machinists, and dealers in mill and elevator supplies, to be introduced to the public, is the recently incorporated Skillin & Richards Mfg. Co., of 241 and 243 South Jefferson Street, Chicago. The new company is composed of T. J. Skillin, president; H. W. Richards, secretary, and E. J. Skillin, treasurer, at least two of which names will be familiar to the readers of the "American Elevator and Grain Trade," and, indeed, to all buyers of mill or elevator machinery during the past fifteen years. For Mr. T. J. Skillin, president, has occupied the positions of salesman, treasurer and vice-president successively of the Webster Mfg. Co., while Mr. H. W. Richards, secretary, was with the same company from 1882 to 1895, when he resigned to take charge of the elevator machinery department of the Dodge Mfg. Co. of Mishawaka, Indiana, where he remained until September 1, 1898. Both gentlemen have, therefore, a wide acquaintance with both the machinery men and with the grain handlers of the whole country, and are fully informed of the machinery needs of the grain men of both the country stations and the great terminals. Mr. E. J. Skillin, treasurer, was formerly a member of the firm of Sargent, Lord & Skillin, wholesale ship-chandlers of Portland, Me., where he had an extensive experience in financial management. The new company have purchased the established business of the Thornburgh-Creel Co., as well as the gas engine business of the Burrell Mfg. Co.; and will carry at their South Jefferson Street salesrooms a first-class stock of mill and elevator supplies of every description, and also manufacture a complete line of grain handling machinery. They are also exclusive agents for the Salem Elevator Buckets. The company has ample capital and large manufacturing facilities; and these, combined with their long experience in the trade, assure the new company at once a place in the front rank of the trade, and justify their friends in heartily recommending them to the attention of the mill and elevator trade.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of August, 1898, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	792,949	1,365,506	941,620	1,244,886
Corn, bushels.....	598,656	1,855,913	614,487	896,293
Oats, bushels.....	155,934	463,753	387	76,668
Rye, bushels.....				
Rough Rice, sacks.....				
Clean Rice, barrels.....				
Flour, barrels.....	80,297	61,204	7,907	3,700

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans for the month of August, 1898: Receipts of rough rice, in sacks, 60,421, against 63,832 in the previous season. Shipments, 54,416, against 60,761 sacks. Receipts of clean rice in barrels, none. Shipments, 16,196, against 14,054 barrels. Total stock rough rice, September 1, 23,547, against 29,037 sacks. No. 1 clean rice, September 1, 6,304, against 4,845 barrels. No. 2 clean rice, September 1, 703, against 1,112 barrels on Sept. 1, 1897.

Willis Wright of Blandinsville, Ind., has been granted a patent for a pneumatic grain elevator.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since August 15 has been as follows:

August.	NO. 2 H.W. WHT.		NO. 2 SPO SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	71½	71½	...	...	33	33½	21½	22	44½	44½	90½	90½
16.....	71	61	...	...	32½	32½	21	22	43½	44½	89½	90
17.....	...	...	...	...	32½	33	20½	21½	43½	44	89½	89½
18.....	70	70	...	...	31	31½	20½	21	42½	43	89½	90
19.....	70½	70½	...	...	31	31½	...	...	42½	42½	89½	89½
20.....	70	70	...	...	30½	30½	20½	20½	42	42½	88½	89
21.....	...	...	...	...	...	...	...	...	...	...	...	...
22.....	...	...	...	...	...	...	...	...	...	...	...	...
23.....	68½	68½	...	...	30	30½	20½	20½	41	41½	89½	89½
24.....	...	...	...	...	30½	31½	20½	20½	42½	43	90½	91½
25.....	...	...	...	...	30	30½	20½	20½	43	43½	89½	90½
26.....	...	...	...	...	30½	30½	20½	20½	43½	44	91	91½
27.....	69	69	...	...	30½	30½	20½	21	44	44	91½	91½
28.....	...	...	...	...	...	...	...	...	...	...	...	...
29.....	69	69	...	...	31½	30½	21	20½	...	...	91	91
30.....	69	69	...	...	30½	30½	20½	20½	42½	42½	90	90½
31.....	...	...	...	...	30½	31	21	21	41½	44	90	90
Sept.—	...	...	...	...	...	...	...	...	...	...	...	...
1.....	...	...	...	...	30½	31½	20½	21½	42½	43½	90	90
2.....	...	...	...	...	31	31½	20½	21	42½	43½	89	89½
3.....	64	64	...	...	30½	31	20½	20½	...	...	89	89½
4.....	...	...	...	...	...	...	...	...	...	...	...	...
5.....	...	...	...	...	...	...	...	...	...	...	...	...
6.....	...	...	...	...	60	60	31	31½	20½	20½	43	43½
7.....	...	...	...	...	30½	31	20½	20½	43½	43½	91	91
8.....	...	...	...	...	30½	30½	20½	20½	42	42	88½	89½
9.....	...	...	...	...	30½	31½	20½	21	45	45	90	90½
10.....	65	65	...	...	30½	30½	20½	20½	44½	45	91½	91½
11.....	...	...	...	...	...	...	...	...	...	...	...	...
12.....	...	...	...	...	61½	61½	30½	30½	21	45	91½	91½
13.....	...	...	...	...	...	...	...	...	...	...	...	...
14.....	...	...	...	...	...	...	...	...	...	...	...	...

*Labor Day.

During the week ending August 19, Prime Contract Timothy Seed sold at \$2.40@2.55 per cental; Prime Contract Clover Seed at \$5.25@5.40; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.65; buckwheat at \$0.70@1.00 per 100 pounds.

During the week ending with August 26, Prime Contract Timothy Seed sold at \$2.50@2.55 per cental; Prime Contract Clover Seed at \$5.35@5.40; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.65; buckwheat at \$0.70@1.00 per 100 pounds.

During the week ending September 2 Prime Contract Timothy Seed sold at \$2.50@2.55 per cental; Prime Contract Clover Seed at \$5.40; Hungarian at \$0.40@0.50; German Millet at \$0.50@0.60; buckwheat at \$0.70@1.00 per 100 pounds.

During the week ending September 9, Prime Contract Timothy Seed sold at \$2.35@2.40 per cental; Prime Contract Clover Seed at \$5.40; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.80; buckwheat at \$0.80@1.00 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 13 months ending with August, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1898-99.	1897-98.	1898-99.	1897-98.
August.....	666,420	813,160	978,790	299,108
September.....		696,000		557,895
October.....		424,560		373,312
November.....		611,870		437,218
December.....		436,648		486,379
January.....		189,780		162,128
February.....		180,960		88,523
March.....		212,331		156,961
April.....		75,400		37,691
May.....		333,420		174,522
June.....		224,143		251,184
July.....		91,640		197,934
Total bushels.....	666,420	4,342,212	978,790	3,123,963

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the ten weeks ending September 5, for the last three years, according to the Cincinnati Price Current were as follows:

	1898.	1897.	1896.
St. Louis.....	3,015,000	4,160,000	5,878,000
Toledo.....	5,307,000	5,146,000	2,621,000
Detroit.....	1,307,000	1,491,000	892,000
Kansas City.....	7,007,000	10,432,000	2,232,000
Cincinnati.....	156,000	249,000	329,000
Winter.....	16,732,000	21,474,000	11,952,000
Chicago.....	4,440,000	5,860,000	6,435,000
Milwaukee.....	1,080,000	1,500,000	2,691,000
Minneapolis.....	6,349,000	8,248,000	7,326,000
Duluth.....	2,612,000	5,061,000	11,565,000
Spring.....	14,431,000	20,729,000	27,417,300
Total, bus. 5 weeks.....	31,223,000	42,203,000	39,369,000

RECEIPTS AND SHIPMENTS AT
PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of August, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	68,100	49,800	36,450	10,200
Corn, bushels.....	1,186,750	1,738,850	249,400	1,044,500
Oats, bushels.....	957,100	1,425,050	741,985	1,148,050
Barley, bushels.....	45,400	11,900	14,460	19,600
Rye, bushels.....	13,800	9,400	1,200	1,800
Mill Feed, tons.....	1,187	162	4,500	2,775
Seeds, pounds.....	660,000	390,000	450,000	330,000
Broom Corn, pounds.....	60,000	15,000	105,400	
Hay, tons.....	3,530	1,090	50	140
Flour, barrels.....	47,600	22,650	37,550	21,960
Spirits and Liquors, bbls.....				
Syrup and Glucose, bbls.....				

RECEIPTS AND SHIPMENTS AT
MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of August, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	4,582,290	3,332,390	1,349,920	1,236,280
Corn, bushels.....	280,680	139,740	79,720	4,020
Oats, bushels.....	789,630	736,980	84,480	207,820
Barley, bushels.....	33,540	103,510	9,940	75,430
Rye, bushels.....	85,020	62,080	109,600	64,650
Grass seed, pounds.....	100,000	66,510	31,430	37,520
Flaxseed, bushels.....	1,588	2,199	10	120
Hay, tons.....	4,592	9,499	1,216,119	1,146,989

RECEIPTS AND SHIPMENTS AT
CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of August, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	58,293	116,851	28,848	94,890
Corn, bushels.....	283,160	388,777	56,650	134,892
Oats, bushels.....	508,349	614,578	203,637	286,441
Barley, bushels.....	2,125	775	3	75
Rye, bushels.....	21,021	31,333	3,722	1,788
Clover Seed, bags.....				
Timothy Seed, bags.....				
Other grass seeds, bags.....				
Hay, tons.....	8,590	9,856	4,415	3,345
Flour, barrels.....	139,321	158,508	94,713	116,421
Malt, bushels.....	75,468	73,162	76,162	51,93

RECEIPTS AND SHIPMENTS AT
MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of August, 1898, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	609,100	848,022	58,150	84,650
Corn, bushels.....	780,000	670,150	1,122,028	289,350
Oats, bushels.....	1,406,000	875,000	1,160,163	923,987
Barley, bushels.....	188,800	695,200	102,143	193,384
Rye, bushels.....	135,000	220,830	73,555	86,400
Grass seed, pounds.....	186,985	140,760	40,000	58,370
Flaxseed, bushels.....	9,880	14,355	5,800	7,110
Hay, tons.....	1,420	1,480	86	59
Flour, barrels.....	239,925	107,550	312,823	225,874

The bale of new cotton which has been making the rounds of the Exchanges to be sold for the benefit of the army hospital fund was sold four times on the Chicago Board of Trade, netting \$1,500, John Dupee being the highest bidder, \$600. The same bale netted only \$500 on the New York Cotton Exchange and only \$750 on the Boston Stock Exchange.

The general public may not be aware of impending doom, for the financial papers see only boom ahead, but the "ominous presence of a sharply defined letter B on the blades of the growing oats" was noted in many fields around Peru, Ind. This is a phenomenon said to be found only at rare intervals, and it is taken to portend something in the way of disaster, as the letter is disposed to stand for blood—b-l-o-o-d! The letter is plainly visible to all observers, having the appearance of being branded or stamped into the blade.

RECEIPTS AND SHIPMENTS AT
DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of August, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	867,478	1,218,024	720,324	626,628
Corn, bushels.....	159,248	214,819	46,432	119,204
Oats, bushels.....	175,482	278,259	60,279	68,883
Barley, bushels.....	675	864		
Rye, bushels.....	114,858	283,438	77,904	162,674
Hay, tons.....				
Flour, barrels.....	21,475	57,050	20,750	28,500

RECEIPTS AND SHIPMENTS AT
TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of August, 1898, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	2,615,829	3,806,751	2,513,300	3,581,425
Corn, bushels.....	569,082	1,197,286	758,200	881,450
Oats, bushels.....	438,265	795,328	135,000	136,600
Barley, bushels.....				
Rye, bushels.....	54,474	370,853	31,000	121,800
Clover Seed, bags.....	1,359		1,900	
Flour, barrels.....				

RECEIPTS AND SHIPMENTS AT
KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of August, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	4,543,500	7,091,850	2,696,200	4,611,750
Corn, bushels.....	562,500	1,087,500	363,750	823,500
Oats, bushels.....	330,000	336,000	141,000	150,000
Barley, bushels.....	800			
Rye, bushels.....	107,200	33,200		11,050
Flaxseed, bushels.....	64,000	78,500	42,000	34,500
Hay, tons.....	11,510	12,740	1,800	2,630
Flour, barrels.....				
Brans, barrels.....				

RECEIPTS AND SHIPMENTS AT
SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of August, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, centals.....	434,340	850,149	282,909	708,026
Corn, ".....	18,616	30,436	866	2,292
Oats, ".....	43,165	46,705	1,353	4,014
Barley, ".....	140,569	1,156,365	26,404	1,001,769
Rye, ".....	4,124	3,400	Nil.	Nil.
Flaxseed, sacks.....	12	3,261		
Hay, tons.....	21,300	19,611	364	1,340
Flour, barrels.....	123,814	146,536	98,641	73,563

RECEIPTS AND SHIPMENTS AT
BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of August, 1898, as compared with the same period of the preceding year, were, according to Chas. H. Keep, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments by Rail from Elevators.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	5,645,736	7,591,385	24,358,300	4,678,800
Corn, bushels.....	9,254,060	9,811,902	29,705,500	5,642,200
Oats, bushels.....	4,609,600	6,659,166	19,131,650	6,078,000
Barley, bushels.....	230,633	519,000	2,890,300	657,000
Rye, bushels.....	454,659	984,736	3,652,000	
Flaxseed, bushels.....				
Hay, tons.....				
Flour, barrels.....	1,329,703	1,350,621		

NOTE.—The receipts are by lake, while the shipments reported are those made by rail from the elevators.

The first load of 1898 wheat received at the mill at Genesee, Wash., was on July 30. It weighed 63 pounds to the bushel.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 10, 1898, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....		20,000	45,000		
Baltimore.....	647,000	1,076,000	193,000	125,000	
Boston.....	18,000	45,000	78,000		
Buffalo.....	192,000	1,096,000	576,000	34,000	74,000
do. afloat.....	504,000	7,224,000	671,000	107,000	59,000
Chicago.....					
do. afloat.....			31,000		1,000
Cincinnati.....		95,000	19,000	23,000	3,400
Detroit.....	1,537,000	1,234,000	60,000	31,000	78,000
Duluth.....	458,000	97,000	15,000		
Indianapolis.....	521,000	60,000	7,000	34,000	
Kansas City.....	76,000		1,000	2,000	18,000
Milwaukee.....	1,024,000	640,000	193,000	36,000	28,000
Minneapolis.....	28,000	13,000	275,000	11,000	6,000
Montreal.....	188,000	1,416,000	243,000	43,000	6,000
New York.....		288,000			
do. afloat.....					
Oswego.....	1,000	326,000	189,000	2,000	22,000
Peoria.....	107,000	430,000	110,000		
Philadelphia.....	434,000	245,000	20,000	8,000	
St. Louis.....					
do. afloat.....	391,000	260,000	238,000	22,000	
Toledo.....					
do. afloat.....					
Toronto.....	13,000		7,000		3,000
On Canals.....	25,000	1,086,000			
On Lakes.....	2,183,000	1,317,000	1,316,000	121,000	140,000
On Miss. River.....					
Total.....	8,406,000	17,360,000	4,277,000	559,000	438,000
Corresponding date 1897.....	15,766,000	33,604,000	9,701,000	2,349,000	1,330,000
Increase.....	1,259,000	506,000	38,000		188,000
Decrease.....				60,000	

RECEIPTS AND SHIPMENTS AT
CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during August, 1898 and 1897, of seeds, hay and broom corn:

Receipts.	Timothy, lb.	Clover, lb.	Other Grass Seeds, lb.	Flaxseed, bu.	Broom Corn, lb.	Hay, tons.
1898.....	15,237,565	459,540	687,712	589,845	454,750	14,251
1897.....	14,489,180	138,455	115,055	695,798	300,000	19,110
Shipments.....						
1898.....	6,923,316	233,231	2,269,574	869,413	365,147	493
1897.....	7,228,938	118,884	1,698,021	227,990	742,334	845

RECEIPTS AND SHIPMENTS AT
ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of August, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,290,100	2,412,156	616,601	713,762
Corn, bushels.....	1,737,000	1,984,300	823,655	1,456,880
Oats, bushels.....	915,600	1,194,600	139,210	237,658
Barley, bushels.....	5,250	3,000	7,990	
Rye, bushels.....	5,600	63,100	8,190	58,243
Hay, tons.....	16,420	19,885	5,117	5,869
Flour, barrels.....	135,739	118,930	158,999	167,477

RECEIPTS AND SHIPMENTS AT
CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of August, 1898, as compared with the same period of the preceding year, were, according to F. A. Scott, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	231,045	809,510	190,212	1,400
Corn, bushels.....	865,460	1,458,233	523,535	150,338
Oats, bushels.....	868,076	718,436	349,608	126,764
Barley, bushels.....	1,450	6,474	6,480	200
Rye and other cereals.....	628	12,657	None.	6,140
Baled Hay, tons.....	5,002	3,854	469	
Flour, barrels.....	42,620	49,840	20,610	33,222

EXPORTS FROM ATLANTIC PORTS

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Sept. 10, as compared with same weeks last year, have been as follows:

Articles.	For week ending Sept. 10.		For week ending Sept. 3.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	2,152,000	4,143,000	2,151,000	4,181,000
Corn, bushels.....	3,130,000	4,841,000	2,573,000	4,210,000
Oats, bushels.....	364,000	1,295,000	708,000	1,089,000
Rye, bushels.....	193,000	177,000	230,000	302,000
Flour, barrels.....	257,000	246,300	323,800	272,100

ELEVATOR

GRAIN NEWS

ILLINOIS.

A. B. Caldwell has greatly enlarged his elevator at Langham, Ill.

Quigg & Tanner will probably build an elevator soon at Atlanta, Ill.

A 35,000-bushel elevator is being built at Woodland, Ill., by Cavitt Bros.

An elevator is being built at Baileyville, Stephenson Co., Ill., by A. E. Krause.

Crocker & Co. of Maroa, Ill., have their 60,000-bushel elevator at Cisco completed.

A gasoline engine was recently placed in the Barnds Elevator at Orangeville, Ill.

Peter Meyers is now conducting a grain, lumber and coal business at Sciota Mills, Ill.

Geo. Wakefield has recently built a new engine house at his elevator in Waterman, Ill.

Graham Bros. of Rock City, Ill., are replacing their grain warehouse with an elevator.

It is reported that the Rogers Grain Co. of Gilman, Ill., is preparing to build a new elevator.

A. C. Amsler and Fred Green of Fairbury, Ill., have purchased an elevator at Arrowsmith.

Chas. Ruple of Lincoln has purchased the grain business of Wood & Combs at Chestnut, Ill.

M. R. Meents has sold his elevator interests at Ashkum, Ill., and retired from that business.

A track scale has been put in on the C., B. & Q. siding at the Armstrong Elevator, Sheridan, Ill.

J. P. Adler and E. O. Clabby contemplate the erection of an elevator at Chebanse, Ill., this fall.

McFadden & Co. have again established a grain office at Saidora, Ill., with Charles Friend as agent.

It is reported that Miller & Co. will build an elevator at Emden, Ill., making the fifth for that place.

C. E. Lampion & Co. is a recently organized firm at Momence, Ill., that will handle grain, hay and seeds.

Asa W. Skinner has improved his elevator at Hudson, Ill., and put in new machinery and a gasoline engine.

The Middle Division Elevator Co. has put in a new 30-horse power boiler at its elevator in Wapella, Ill.

It is reported that Cowen Bros. of Crescent City, Ill., will move to Chatsworth and engage in the grain business.

Otto Brownsdorf is now purchasing grain at the elevator in Shumway, Ill., which he recently bought of Chas. Schafer.

An elevator 40x75 feet is being built on the Great Western Ry. tracks at De Kalb, Ill., by Daniel Kennedy of Esmond.

Munday, Settlementire & Co. have leased the Waverly Milling Co.'s elevator at Waverly, Ill., and placed it in operation.

The Turner-Hudnut Grain Co. of Pekin, Ill., expects to have its elevator at Chandlerville completed by September 20.

John McGirr will buy grain at De Kalb, Ill., using simply a dump and elevating apparatus to load the grain into cars.

Fryer & Smith have sold their new elevator at Delavan, Ill., to H. A. Bailey, who will use it only for storing his own grain.

W. F. Barr has united his grain business at Waynesville, Ill., with that of Smith & Marvel, of which firm he is now a member.

Clarey & Payne are making improvements in their elevator at Leroy, Ill., and are also just finishing a new house at Hedrick, Ind.

Fryer & Smith have purchased John Cunningham's interest in the elevator at Harness, Ill. Frank Webb will continue to run it.

E. E. Rollins and E. D. Risser of Ludlow, Ill., recently purchased an elevator at Woodland, of Garrison & Fleming, and it is now being operated by Mr. Rollins.

The Western Engineering and Construction Co. of Chicago has just completed remodeling the Michigan Central Elevator at Kensington, Ill. The new machinery included three of the Huntley Mfg

Co.'s largest size oat chippers, one aspirator, 2 large sized Cyclone Dust Collectors and a new 150-horse power engine.

P. G. Jones of Champaign, Ill., has purchased J. W. Somers' elevator at St. Joseph, Ill., and contemplates building additional cribs.

H. Mueller & Co. of Chicago have purchased the complete outfit of machinery for their new grain elevator at Chicago of the Rice Machinery Co.

The Little Model Elevator at Del Rey, Ill., owned by H. R. Danforth of Washington, Ill., is completed and in operation, in charge of Mr. W. E. Bush.

Hayer & Hoff of Seneca, Ill., recently purchased an elevator at Thomson, which they will operate as a branch. It is in charge of David Donelson.

The Rogers Grain Co. of Gibson City, Ill., has purchased the complete equipment of machinery for its new grain elevator at that place of the Rice Machinery Co.

The John Walters Co., Parnell, Ill., has been incorporated by John Walters, Austin R. Porter and John W. Nichols, to deal in grain, hay and coal. Capital, \$2,500.

Van Duyn & Murray have succeeded Vance & Murray in the grain and provision business at Champaign, Ill., Pleasant Vance having retired from the latter firm.

C. H. Rumley has purchased Merritt & Koplin's elevator and lumber yard at Buckley, Ill., and will operate them as a part of his present grain handling plant in that town.

Laughlin & Munns have added to their elevator at Tuscola, Ill., two large cribs with a capacity of 30,000 bushels, and a cupola, 9x20 feet, to accommodate new machinery.

Maguire Bros. of Round Grove, Ill., have purchased the Kime Elevator at Campus, Ill., and will improve the same. J. M. Maguire will remain at Wilson, where he is manager of an elevator.

The Chicago Dock Co. of Chicago has awarded the contract for all the power transmission machinery and the elevating machinery for the new addition to its plant to the Rice Machinery Co.

Kendall & Cline, a grain firm of Edelstein, Ill., recently confessed judgment on promissory notes aggregating about \$6,000, and representing about all their liabilities. They have notified their creditors that they will wind up their business and expect to pay about 90 cents on the dollar.

John C. Schwartz, a former member of the Chicago Board of Trade, and recently engaged as a cereal miller and merchant at Chicago, made a voluntary assignment on August 24. His liabilities are said to aggregate \$37,000, with very small assets. Among the largest creditors are some prominent Board of Trade firms.

The American Glucose Sugar Refining Co. of Waukegan, Ill., is spending about one million dollars in improvements in its plant. The Dodge Manufacturing Co. was awarded the contract for all the transfer and conveying machinery for the new buildings. The order was placed through the Rice Machinery Co. of Chicago, sales agent for the Dodge Manufacturing Co.

William L. and Arthur H. Dumont, composing the firm of Dumont & Son, grain dealers at Decatur, Ill., filed a petition in bankruptcy on Aug. 22, setting forth their liabilities as \$77,000, and no assets. They are members of the Chicago Board of Trade. About a dozen grain firms in Chicago and the East are creditors in sums ranging from \$1,000 to about \$10,000.

MISSOURI, KANSAS AND NEBRASKA.

William Clark has completed a new elevator at Edgar, Nebr.

W. D. Cook has bought the Tebo Mill and Elevator at Clinton, Mo.

S. A. D. Glasscock & Co. have built a granary at St. John, Kans.

The Omaha Elevator Co. has built a new elevator at Elm Creek, Nebr.

Thurston, Nebr., has a new 40,000-bushel elevator erected by Peavey & Co.

The grain firm of Powers & Williams at Peabody, Kans., has been dissolved.

The Dickey Overblast Separator is now in use at Oberlin, Kans., for general cleaning.

An elevator has been built at Elyria, Kans., by Rev. J. K. Mayberry of McPherson.

Turner & Brenner of Wayne, Nebr., have recently repaired and repainted their elevator.

The Omaha Elevator Co. is building a 20,000-bushel elevator at Gothenburg, Nebr.

The new Wabash Elevator in St. Louis was opened on August 17. It has storage capacity for 75,000

bushels, and ample facilities for handling both sacked and bulk grain.

An elevator is being built at Lithium, Mo., by the H. C. Cole Milling Co. of Chester, Ill.

The Utica Elevator Co. recently completed a 10,000-bushel elevator at Sweetwater, Nebr.

R. Bowsher, dealer in grain and hardware at Princeton, Mo., has sold out to O. P. Smirl.

C. A. Grothe has built a new elevator at Wayne, Nebr., 24x50 feet, with improved dumps, etc.

J. O. Milligan of Pender, Nebr., has made an addition to his elevator, more than doubling its capacity.

Jerry Delaney of Harvard, Nebr., has increased the capacity of his grain warehouse about 10,000 bushels.

W. J. Livingston & Sons lately purchased from the A. P. Dickey Mfg. Co. a new cleaner for their house at Windsor, Mo.

The Newton Milling & Elevator Co.'s new house at Newton, Kans., is expected to be ready to handle grain by October 1.

T. W. Smith of McCool has leased the Ferguson Elevator at York, Nebr., and it is now in charge of a Mr. Lockhart.

The elevator which was destroyed by fire a few weeks ago at Bay State Ranch, near North Bend, Nebr., is being rebuilt.

The Minden Grain Co. has purchased one of the large size grain cleaners of the Dickey Mfg. Co.'s make for its house at Edison, Nebr.

Lincoln & Son of Beatrice, Nebr., have purchased an elevator at Blue Springs and placed it in charge of J. C. Parker of the former place.

F. R. Kingsley, George P. Kingsley and A. D. Wright recently incorporated the Wright Grain Co. at Minden, Nebr., with a capital stock of \$3,000.

A 40,000-bushel elevator is being built at Narcora, Nebr., by the Chicago, St. Paul, Minneapolis & Omaha Railway. It will be operated by a gasoline engine.

The Frank L. Miller Grain Co. of Kansas City, Mo., was recently incorporated with a capital of \$2,000, by J. L. Messmore, Frank L. Miller and Alice Miller.

IOWA.

J. A. Cunningham is building an elevator at Havre, Iowa.

McAndrew's Elevator at Wanaeta, Iowa, is about completed.

The Spencer Grain Co. is building an elevator at Duncan, Iowa.

L. H. Valentine has a new 22,000-bushel elevator at Mapleton, Iowa.

Lon Hayes is to build an elevator at Coppock, Henry County, Iowa.

It is reported that an elevator will be built at Albion, Iowa, this fall.

The Kansas City Grain Co. is building an elevator at Charter Oak, Iowa.

A 10,000-bushel elevator is to be built at Sloan, Iowa, by Barnard Bros.

Kerr Bros. have purchased the 2-story, 38x50 ft. elevator at Mt. Sterling, Iowa.

A cleaner of the Dickey Mfg. Co.'s make has lately been put in at Atlantic, Iowa.

Luney Bros. & Co. at Denison, Iowa, are completing an addition to their elevator.

James Bruginton has purchased Clark Bros. & Co.'s elevator at Manson, Iowa.

E. J. Edmond & Co. have completed an addition to their elevator at Archer, Iowa.

The Dent Grain Co. of Sioux City, Iowa, has changed its name to the McNeil Co.

Smith Bros., Eagle Grove, Iowa, have just put in a Dickey Overblast for grain and flax.

The C. M. & St. P. Ry. elevator at De Witt, Iowa, is to be repaired and repainted.

Ed. Raymond has had a building at Malcolm, Iowa, remodeled for use as an elevator.

Gray, Babcock & Sears have repaired and repainted their elevator at Odebolt, Iowa.

Extensive improvements have recently been made on the Peavey Elevator at Alton, Iowa.

R. R. Smith of Orchard, Iowa, has purchased the elevator at Traer, Iowa, from John Hass.

J. W. Fry has leased and is now operating the Rock Island Elevator at Libertyville, Iowa.

Montgomery Bros., Estherville, Iowa, have equipped their house at Montgomery, Iowa—north

of Spirit Lake—with one of the Dickey Mfg. Co.'s Overblasts for grain and flax.

The E. H. Smith Co., Salix, Iowa, has placed a Dickey Mfg. Co.'s Overblast in its elevator.

Fields & Slaughter are completing an elevator at Akron, Iowa, making the fifth one in that town.

Williams Bros. of Archer, Iowa, are about to tear down their old elevator and build a larger one.

Adam Klesspic of Haverhill, Iowa, has improved his elevator by putting in a new horse power.

B. R. Patterson has leased the Counselman Elevator at Mitchellville, Iowa, and also at Nobleton.

The Grundy County Grain Co. of Morrison, Iowa, has discontinued business, and is settling its affairs.

F. W. Barron has ordered one of the Dickey Mfg. Co.'s Overblasts put in his house at Spirit Lake, Iowa.

At Swea City, Iowa, Livermore Bros. have equipped their elevator with the Dickey Mfg. Co.'s Overblast.

At Whiting, Iowa, Cassaday & Whiting have equipped their elevator with the A. P. Dickey Mfg. Co.'s Overblast.

J. M. Runyan has sold his interest in the grain firm of Wurtzer & Runyan, at Geneva, Iowa, to Harry H. Luke.

Freeman & Robson of Clarion, Iowa, have moved their elevator from the B., C. R. & N. to the M. C. & F. D. tracks.

The Interstate Grain Co., which recently entered the market at Burt, Iowa, is now building a 25,000-bushel warehouse.

The Du Bois Elevator at Rockwell City, Iowa, has been increased in size to accommodate 8,000 bushels additional.

The Finch & Hayward Elevator at Eagle Grove, Iowa, has been moved from the Burlington to the M. C. & F. D. tracks.

M. E. Knotts & Co., Lucas, Iowa, have lately added to their equipment a cleaner of the A. P. Dickey Mfg. Co.'s make.

F. D. Carson has leased the Hill & Harp Elevator at Iowa Falls, Iowa, and will operate it in connection with his stock business.

On September 1 A. Humeston assumed control and will continue the grain business of D. D. Humeston, deceased, at Humeston, Iowa.

Cassady & Whiting's new 10,000-bushel elevator at Whiting, Iowa, is about completed. It is to be operated by a 6-horse power gasoline engine.

The elevator at Oto, Iowa, is now being operated by the owners, the Chicago O'Neil Co., Carrington, Hanna & Co.'s lease having expired August 31.

The Chicago O'Neil Elevator at Pomeroy, Iowa, was reopened on September 1, in charge of I. W. Wills. Some needed repairs were previously made.

The Kansas City Grain Co. is erecting a 90,000-bushel elevator at Doon, Iowa. This is said to make the storage capacity of that town about 150,000 bushels, besides corn cribs holding about 100,000 bushels.

When Leslie White, agent for the South Branch Elevator Co. at Oakland, Iowa, went to his office on the morning of August 22 he found everything had been broken open and mixed up by burglars in an attempt to get something of value. They destroyed the safe without getting at its contents.

WESTERN.

L. B. Mitchell is now operating a grain warehouse at Imbler, Ore.

The Western Warehouse Co. is putting up a grain warehouse at Saxe Station, Ore.

The Kershaw Grain Co. has built a grain warehouse, 40x140 feet, at Helix, Ore.

The Pacific Coast Elevator Co. has added to its capacity at Tekoa, Wash., by purchasing the H. D. Kay warehouse.

W. E. Harbert has converted his building in Mt. Vernon, Wash., into a warehouse, and will engage in the grain business.

It is reported that C. B. Power of Belgrade, Mont., will replace his recently burned house with one of 100,000 bushels' capacity.

Work is reported to have been begun on the site of the Great Northern Railway elevator and warehouses at North Seattle, Wash.

The Baker-Mead Warehouse Co. has been incorporated at Los Angeles, Cal., for the purpose of buying and selling hay, grain, etc., and doing a

general warehouse business. The paid-in capital is \$9,500.

The Tillson-Bartlett Grain Co. was recently incorporated at Salem, Ore.

The Pacific Coast Elevator Co. is enlarging its warehouse at Alicel, Wash., and building a new house at Island City, 40x120 feet.

T. Y. Williams has leased from N. L. Strange the 60x100-foot warehouse just completed at Oakesdale, Wash., and will handle grain.

William Jones of Walla Walla and William Etlinger of Portland are among the prominent grain buyers who have recently established offices at Tacoma, Wash.

S. S. King, manager of D. T. Ham's grain warehouse at Tekoa, Wash., has been awaiting his turn at the saw mills to get lumber for an addition to his warehouse.

Lilly, Bogardus & Co. are now occupying their new warehouse in Seattle, which is 70x190 feet. This gives them a total floor space on the deck of 50,000 square feet.

SOUTHERN.

A rice mill is soon to be built at Lake Charles, La.

R. W. Ellis is enlarging his elevator at Abilene, Texas.

G. T. Singleton has succeeded Robt. Miller at Sanford, Fla., in the grain business.

There is talk of an elevator being built at Elizabethtown, Ky., with a capacity of 100,000 bushels.

The Business League of Brownsville, Tenn., is considering the matter of securing an elevator for that place.

Machinery for a new rope drive has just been furnished for the Terminal Elevator at Mobile, Ala., by the Rice Machinery Co.

Dr. Morris has purchased one of the Koltz warehouses at Estherwood, La., and will put it in shape for handling the new rice crop.

The Corsicana Warehouse Co. at Corsicana, Texas, has opened a large public warehouse for the storage of cotton and grain.

Callahan & Sons of Louisville, Ky., are to build a large elevator having 19 steel storage bins. The contract for the bins has been let to a local firm.

Frank L. Woodruff, whose grain warehouse at Sanford, Fla., was destroyed by fire on August 29, rented a large brick building the next day and resumed business.

It is reported that a starch and glucose factory is to be established at Brewton, Ala. Among those said to be interested are W. J. Allen, John R. Scott, of Waukegan, Ill.; F. D. Arnold, of Chicago, Ill., and A. G. Allen, of Buffalo, N. Y.

EASTERN.

Smith & Co. are building a new grain store at Warren, N. H.

David Sharpe has opened a grain and feed store at Athens, Me.

Chas. W. Bradley is fitting up a grain store at Rochester, N. H.

J. G. Davoll has again opened a grain store at New Bedford, Mass.

B. A. Dean is building a grain and hay warehouse, 30x80 feet, at Auburn, N. Y.

Doon & Son have succeeded Doon & Bowers in the grain business at Natick, Mass.

Albert W. Flske has bought the grain business of A. A. Whittemore at Wickford, R. I.

W. W. Fessenden, a grain dealer of Barre, Mass., filed a petition in bankruptcy recently.

Melick & Thompson, dealers in grain at Stewartsville, N. J., have dissolved partnership.

Milot Bros. are building a grain elevator at their hay and grain establishment at Woonsocket, R. I.

Henry J. Clark, a grain merchant at Baltimore, Md., filed a deed of trust recently for the benefit of his creditors.

John D. Goundrey has purchased the coal, grain and produce business conducted by the late John A. Ward, at Barnes, N. Y.

Asa Wunderly is to erect a grain elevator at

at that place between the Erie Canal and Niagara River.

The Penn Milling Co. of West Reading, Pa., is building a 30,000-bushel grain storage tank.

Robt. W. Miller and Chas. Oliver, engaged in the grain and produce business at Cohocton, N. Y., have dissolved.

The Henderson-Johnston Co., whose plant at Pittsburgh, Pa., was destroyed by fire some months ago, are building a cold storage plant, and also a grain elevator, 61x88 feet, three stories high.

The Brooklyn Wharf & Warehouse Co. at Brooklyn, N. Y., has awarded its contract for the complete machinery equipment for its new storage warehouse to the Dodge Manufacturing Co., who also did the engineering work on the new plant.

NORTHWESTERN.

Long Prairie, Minn., will probably have a new elevator soon.

J. Wolfinger has a new elevator nearly completed at Dundas, Wis.

James Bell's elevator at Minto, N. Dak., has been repaired recently.

The Hubbard & Palmer Elevator at Salem, S. Dak., is completed.

L. J. Phillips is putting in a Dickey Overblast at Rose Creek, Minn.

Schumacher's Elevator at Port Washington, Wis., is about completed.

Kyle & Thompson's new grain elevator at Dover, Minn., is completed.

F. H. Durbin of Beardsley, Minn., is building an elevator at Barry.

A. D. Packard & Son are to build at once a grain elevator at Alpha, Minn.

A new engine house has been built at the Cargill Elevator in Delano, Minn.

Thompson & Co. have built an addition to their elevator at Vermillion, S. Dak.

S. H. Grannis has purchased the Farmers' Elevator at Winnebago City, Minn.

The James Johns Co. is building a 14,000-bushel elevator at Valley City, N. Dak.

W. J. Davis, Eau Claire, Wis., has put in a Dickey Mfg. Co.'s Cleaner at that station.

W. W. Cargill & Co. have purchased Thompson & Co.'s new elevator at Dover, Minn.

The J. Q. Adams Elevator at Viborg, S. Dak., is to be enlarged by a 24x24 addition.

F. H. Peavey & Co. have completed a 50,000-bushel elevator at Worthington, Minn.

J. M. Wilson of Fergus Falls has rented the Farmers' Elevator at Wall Lake, Minn.

E. L. Tollefson of Mabel has purchased H. C. Hellickson's elevator at Caledonia, Minn.

Kayser, Rempfer & Doering have purchased the McMichaels Elevator at Parkston, S. Dak.

P. G. Klinefelter, Elmore, Minn., has just adopted the Dickey Overblast for general cleaning.

Bingham Bros. have purchased the Essig, Minn., elevator from the New Ulm Roller Mill Co.

Cargill & Co. are converting their grain warehouse at Edgerton, Minn., into an elevator.

Harper, Thayer & Co., a grain firm of Minneapolis, Minn., recently filed a petition in bankruptcy.

An overblast separator of the Dickey Mfg. Co.'s make is going into the elevator at Corona, S. D.

Two of the Dickey Mfg. Co.'s overblasts have been put in the elevators at Big Stone City, S. D.

Koehler & Vedder, Brandon, Wis., have added a large cleaner of the A. P. Dickey Mfg. Co.'s make.

Albert Wippermann of Shawano, Wis., has just completed an addition to his elevator, 24x30 feet.

The Northern Supply Co. has succeeded Schneider & Filzen in the grain business, etc., at Amery, Wis.

Henry Miller, Stoughton, Wis., is putting in the Dickey Mfg. Co.'s cleaner for the season's business.

Bingham Bros. of New Ulm, Minn., have recently made improvements in their elevator at Arlington, S. Dak.

The Cowdery Elevator at Mantorville, Minn., has been placed in operation again by the H. J. O'Neil Grain Co.

All the Wisconsin houses of W. W. Cargill & Co. were reopened on August 15 with the exception of the Green Bay houses, which remained closed

until September 1. All had been given a thorough overhauling.

Woodworth & Co's new elevator at Stillwater, Minn., has been completed and put in operation.

M. J. Winchell will buy grain at Howard, S. Dak., and expects to build a warehouse there soon.

John O'Brien has opened his new elevator at Stillwater, Minn., and has built an annex for handling flour.

John La Due has opened a grain office at Luverne, Minn., where he will be assisted by Thurman Moreland.

The Farmers' Cooperative Union of Summit, S. Dak., will only build a "flat house" this year for handling grain.

Joseph Ellis has rented Laird Bros' elevator at Chatfield, Minn., and will be assisted in the buying by M. Burke.

George Cordes of Greenville has located at Marion, Wis., and is building an elevator 24x32 feet and 30 feet high.

The Farmers' Elevator at Faribault, Minn., has been completed and accepted. Geo. Molm has been engaged as buyer.

Johns & Powers, Minneapolis, Minn., have ordered for their house at Bigelow, Minn., one of the Dickey Mfg. Co's Cleaners.

The Eagle Mill Company of New Ulm has completed the erection of a new 30,000-bushel elevator at Lamberton, Minn.

I. H. Harris of Bathgate, N. Dak., has recently made improvements in his elevator in preparation for this season's business.

The Duluth Elevator at Morris, Minn., has been thoroughly remodeled and modernized. Arthur B. Sallberg is the new agent.

The grain firm of McCaull, Webster & Co. at Minneapolis, Minn., has been changed to the McCaull-Webster Elevator Co.

Caldwell & Neill are now conducting the grain and live stock business formerly owned by Wm. Caldwell & Co. at Lodi, Wis.

The "Board of Trade" of Montgomery, Minn., is agitating the question of building a farmers' elevator and flour exchange.

The Farmers' Cooperative Elevator Co. of Bernadotte, Minn., has leased the warehouse of the Winthrop Mill Co. at Lafayette.

The elevator at Morton, Minn., owned by a local stock company, was sold recently to F. H. Peavey & Co. of Minneapolis for \$3,030.

The large elevator of the Duluth Roller Mills of Milwaukee, Wis., was recently raised about 10 feet and placed on a new foundation.

James Herriott recently built a grain elevator and warehouse at Herriott's Siding, four and a half miles north of Minto, N. Dak.

The Imperial Elevator Co. of Minneapolis has fitted up an elevator at Owatonna, Minn., and placed Wench Matajeek in charge.

O. D. Halstead will buy grain for the Cargill Company at Oconto Falls, Wis. A warehouse is being erected there for that purpose.

A new power house is being built at Elevator "R" at Superior, Wis., and a new engine will be placed in it that will double the power.

W. H. Kuehn, proprietor of the elevator at Juneau, Wis., has rented an additional building for the storage of flour, feed and seeds.

Geo. A. Lambert of Jamestown, N. Dak., has purchased a piece of property on which he expects to erect a large elevator next spring.

McHugh & Gardner of Grand Forks, N. Dak., have opened the Forest River Roller Mills as an elevator. It is in charge of J. H. Byfield.

E. A. Brown has rented an elevator at Hills, Minn., which will be operated in charge of W. J. Kinne, one of the proprietors of the building.

The Imperial Elevator Co has moved its main office from Owatonna, Minn., to Minneapolis. Its capital stock has been increased to \$200,000.

The Peavey Elevator at Valley Springs, S. Dak., which has been closed for 2 years, was opened last month with Andrew Swenson in charge.

Geo. A. Duvall and J. E. Hall have formed the Kewaunee Grain Co. at Kewaunee, Wis. They will do business in the Jos. Duvall elevator, which has been thoroughly overhauled.

The new electric power house at West Superior, Wis., for the Great Northern elevator system will be ready in part late this fall. The machinery of Elevator "X" will first be provided with the new power. The power plant is to be in two parts

and one part will be provided this year and the other next year.

The old annex of the C. M. & St. P. Elevator "B" at Minneapolis has been torn down, and it will be replaced probably by a new structure.

The Tibbetts Elevator at Fond du Lac, Wis., was recently acquired by the Northern Grain Co. of Manitowoc. It has been opened for business in charge of J. J. Marsh of Tama City, Iowa.

R. C. Young has completed a 25,000-bushel elevator in the booming town of Ronnelly, Minn., which was laid out last fall. The elevator will be operated by an 8-horse power gasoline engine.

The East Grand Forks Elevator Co. of East Grand Forks, Minn., was recently incorporated by R. L. Frazee of Pelican Rapids, J. E. Nicolls, W. G. Nicolls, T. R. Taylor and James Walker of Minneapolis. The capital stock is \$35,000.

The Dodge Manufacturing Co. of Mishawaka, Ind., has the contract for the complete machinery outfit for the Northern Grain Co.'s new 600,000-bushel elevator at Manitowoc, Wis. The Barnett & Record Co. are the architects and builders.

CENTRAL.

A grain elevator is needed at Gladwin, Mich., says a newspaper item.

Miles Archer has purchased Yarger Bros' elevator at Freeport, Mich.

The elevator recently destroyed by fire at Byron, Mich., is being rebuilt.

T. G. Leslie of Whittemore, Mich., has a new elevator about completed.

A grain warehouse is being built at Hoagland, Ind., by East & Bingham.

Chan Vlereborne has recently enlarged his elevator at New Holland, Ohio.

The Bremen Grain Co. has leased the Baltimore & Ohio Elevator at Bremen, Ind.

Cranor Bros. contemplate the erection of an elevator at Sycamore, Ind., this fall.

It is reported that an elevator will be built at Trotwood, Ohio, in the near future.

Pratt & Jarvis of Owosso, Mich., are now occupying their new elevator and feed mill.

George W. Myerly & Son are putting in a new engine for their elevator at Hobbs, Ind.

The Reardon Mercantile Co. has enlarged and improved its elevator at Midland, Mich.

Allen & Jossman have enlarged their elevator at Leonard, Mich., and added a new engine.

Shaffer Bros' elevator and mill at Hopkins Station, Mich., are being pushed to completion.

J. P. Conlee has enlarged his warehouse at Sheridan, Mich., and will use it as a grain elevator.

It is reported that Geo. A. Lambert and others will build a large elevator at Anderson, Ind.

Richmond & Hause's elevator at Clinton, Mich., was completed and put in operation last month.

E. C. Astley & Son have put in large new wheat cleaner in their elevator at Grand Ledge, Mich.

William Walters and Harl Sabin have formed a partnership and will buy grain at Hopkins Station, Mich.

The Overman Grain Co. has traded its elevator at North Grove, Mich., to P. G. Yoars for farming property.

William Jordan, of Jordan's Grove, Ind., recently purchased the old Martin Mill and Elevator at Lafayette, Ind.

An elevator of 7,000 or 8,000 bushels' capacity is being built at Rudolph, O., by Charles Mercer and H. J. Rudolph.

Grant Campbell of Atlanta, Ohio, is replacing his recently burned elevator with a new one, 24x30 feet and 45 feet high.

Sol Meyer of Ligonier has purchased the E. A. Metz elevator at Hudson, Ind., and it is now in charge of O. L. Griffith.

James Taft of Oak Grove is building an elevator and bean warehouse at Webberville, Mich., 30x50 feet, and three stories high.

C. Lyndon of Elyria, Ohio, has added improvements to his elevator, including a 20-horse power gas engine and a feed grinder.

The South Brooklyn Grain Co. of Brooklyn, Cuyahoga County, Ohio, was incorporated recently by

E. Kirchner, Charles Miller, D. E. McLeon and others. Capital, \$25,000.

A large elevator is being built at St. Johns, Ind., to take the place of the one burned some time ago.

Joseph Sherck is having his engine house remodeled and enlarged preparatory to installing a new 25-horse power engine and boiler for operating his elevator.

The Rice Machinery Co. of Chicago has been awarded the contract for complete machinery equipment for the Sulphite Fiber Co.'s new plant at Alpena, Mich.

CANADIAN.

An elevator is being built at Arden, Manitoba, by R. C. Ennis of Neepawa.

Work is going forward steadily on the large new elevator at St. John, N. B.

The Lake of the Woods Milling Co. will build an elevator at Sinaluta, Assa.

The Northern Elevator Co. is building a small elevator at Somerset, Manitoba.

Quintal & Bourassa, grain and wood dealers at Montreal, Que., have dissolved.

Ferguson & Bullock have just completed a 25,000 bushel elevator at Melita, Man.

The Dominion Elevator Co. of Winnipeg will build an elevator at St. Jean, Man.

M. Gallogay has made important improvements in his elevator at Port Lambton, Ont.

Davidson & Co. are building an elevator at Franklin, Man., on the M. & N. W. Ry.

The Rogers Elevator at Carberry, Man., has been rented by R. C. Ennis, a miller of Neepawa.

Brigham & James and the Dominion Elevator Co. are each building an elevator at Redjacket, Assa.

A flax warehouse is being built at Gretna, Man., by Body & Noakes, the linseed oil millers of Winnipeg.

On August 31 the first new wheat reported as marketed was sold at Stonewall at 52 cents per bushel.

Foley Bros. & Larson contemplate the erection of grain warehouses at Cascade City, British Columbia.

Thos. Dight & Son of Lucan, Ont., have moved to Thedford, where they have purchased a grain warehouse.

The Oshawa Grain & Produce Co. of Oshawa, Ont., has just completed a 60,000-bushel elevator 50x36x80 feet high. It has 22 bins and a cupola 30 feet high running the whole length. This is a newly organized company, the officers of which are as follows: President, F. L. Fowke; secretary-treasurer, T. H. Everson; auditor, L. G. Cassels. The capital is \$20,000.

A young man giving the name of Brown, but whose real name is Harrison, and a resident of Brandon, Man., was recently arrested at Portage la Prairie for forging checks on the Dominion Elevator Co. of Winnipeg. He visited several points, representing himself as manager of that company, engaged buyers, stenographers, etc., got drafts cashed, bought supplies and had a good time for a brief season. He will now have to stand trial on numerous charges.

"DON'T STORE."

In a recent market letter, E. A. Grubbs, Greenville, Ohio, says: "I have been frequently asked what I thought about shipping out stored wheat and speculating against it. I also notice some commission houses and, sorry to say, a few brokers are advising their friends to ship out stored wheat and buy futures against it. In most cases this is simply a ruse to get speculative business, for they well know the average grain buyer or miller will buy 5,000 bushels for every 1,000 stored. Grain men will speculate more than they ought on their own money, and without stored wheat. If you have no room to keep stored wheat at home, my advice is, don't store it. More than that, the farmer can in most cases build bins and keep his wheat at home for less than the usual storage charge. If you want to speculate on your own money, that is your affair. But if you ship the farmers' wheat, and use this money to speculate with, on a bushel more than is stored with you, it is not altogether your own affair. Especially if you have not the money to replace, should the futures go against you. I possibly should not say 'speculate,' but futures would not sound so much like gambling."

The movement of new flax in the Northwest has been very light, and the crop reporters' estimate of a large yield is being called in question.

INSPECTION RULES.

The following changes in the rules governing the inspection of grain during the present crop year have been officially announced (as indicated) or are still under discussion:

Illinois.—The Board of Railroad and Warehouse Commissioners of Illinois on August 25 announced the following rules, to go into effect September 19:

"A grade of wheat to be known as No. 2 Northern Spring Wheat is established, as follows:

"No. 2 Northern Spring Wheat must be northern grown spring wheat, not clean enough or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat.

"A grade of oats is also established to be known as No. 3 White Clipped Oats, as follows:

"No. 3 White Clipped Oats shall be seven-eighths white, not sufficiently sound or clean for No. 2, and shall weigh not less than twenty-eight pounds to the measured bushel.

"The following changes are made in the grading of Red Winter Wheat and White Winter Wheat:

"Red Winter Wheat containing a mixture not exceeding 5 per cent of white winter wheat shall be classed as Red Winter Wheat.

"Red Winter Wheat containing more than 5 per cent of white winter wheat shall be graded according to the quality thereof and classed as White Winter Wheat."

The new grade No. 2 Northern was established for the purpose of providing a place for such hard spring wheat as just misses going No. 1 northern. Heretofore such wheat as missed has been graded No. 3 spring, and it has been unsatisfactory, especially to the country shipper.

Minnesota.—The Minnesota Railroad and Warehouse Commissioners August 17 met at St. Paul and revised the inspection rules by adopting the report of Chief Grain Inspector Clausen, as follows:

"In case of the admixture of winter wheat or Northern white wheat with Minnesota grades of Northern spring wheat, or with each other, and such admixture is in excess of 5 per cent, it shall be graded according to the quality thereof and classed as Nos. 1, 2, 3, etc., mixed wheat, with inspector's notations describing its character.

"The grades Nos. 1, 2 and 3 Chevalier barley shall conform in all respect to the grades of Nos. 1, 2 and 3 barley, except that they shall be of the 'Chevalier' variety grown in Montana, Oregon and on the Pacific Coast.

"I also respectfully recommend that the present rules for inspection of 'Scotch' barley be eliminated, for the reason that this variety of barley is no longer produced in territory tributary to Minnesota markets, nor is it shipped here from outside territory.

"My recommendation for the establishment of grades for mixed varieties of wheat is based upon the difficulty experienced by the department, under present rules, to fairly classify wheat of this character. Previous to the last two crop seasons no trouble from this cause had arisen, but with the large receipts of winter wheat from Kansas and the Northern white wheat from Montana and Washington during the past two years, cases of mixture have occurred, intentional as well as accidental.

"The new rule for 'Chevalier' barley is submitted to enable the department to properly designate a variety of barley distinctly different in character and malting value from that grown in the immediate Northwestern states. It is a rapidly increasing product of Western Montana and Eastern Washington, and much of it is brought to Duluth for export. It must be stored and shipped separately from the ordinary barley of the Northwest. Chicago and Eastern markets have provided for its classification by rules similar to the one suggested."

Receivers at Duluth are complaining of the lack of uniformity of the recent inspection, the rush of grain having necessitated the employment of new inspectors. But, of course, this is nothing new—grain inspection, like any kind of disappointments or losses, is never satisfactory to him who "carries the bag."

The Duluth Market Report says: "An examination of the inspection shows a large percentage of No. 2 Northern Wheat, in fact considerably over 50 per cent of the receipts so far are below No. 1 Northern. The inspection department accounts for this on the theory that a large amount of thrashing has been done from wet shocks, and partly also to early cutting."

Wisconsin.—The following proposed change in the rules of the Chamber of Commerce in relation to the grading of wheat, suggested by the board of directors, was reported at the meeting of August 10, and the contemplated changes will come up for consideration and final action on Saturday, September 20:

"Resolved, That Rule 11 be and is hereby amended by the adoption of the following, to be known as Section 7:

"Section 7. All contracts for purchase or sale of wheat, unless otherwise specified, shall be understood to be for No. 1 Northern Spring Wheat, and

this grade or the higher grade of No. 1 hard spring wheat, either in whole or in part, shall be delivered and shall be received in fulfillment of such contracts. This section shall be in force and effect only from and after its passage until and including August 15, 1899."

Washington.—The question of the weight (53 pounds or 59 pounds?) of No. 1 Wheat is one that has been much discussed through the wheat districts of this state for several weeks. The weight, which formerly has been only 58 pounds, was, during the past year, fixed at 59 pounds; but the farmers, or a portion of them, at least, have been complaining that this weight has been unjust to them, in that it took from them a pound of wheat without compensation. On the other hand, shippers contend that the average bushel of sound, clean wheat grown in Washington over a series of years will weigh 59 pounds, and that it is better to fix the standard weight on the basis of the weight of the majority of the crop of the state rather than on the basis of the minimum. They also contend that the lower weight would encourage slovenly farming and thrashing, and would lower the reputation of the standard No. 1 Wheat in the foreign markets.

The State Grain Commission met at Spokane August 27 for the expressed purpose of settling the question by adopting a standard weight to remain unchanged for a term of years. This meeting, which was a public one, to which all persons directly in-

inspect the grain for California, and it is probable the result of the inspection of each sack of wheat will be stamped on the sack, numerals or letters standing as designations for the grade. A letter "R" would mean the sack was rejected and other grades would be given accordingly.

Missouri.—The light receipts of wheat at St. Louis have revived agitation in favor of a rule making hard winter wheat a contract grade. The proposition is favored by the elevator interests, nearly all the receivers and many of the millers, as well as by the "bears," but is opposed by the "bulls," a few receivers and by the millers grinding hard wheat.

A MASSACHUSETTS MILL AND ELEVATOR.

Our illustration shows the Eastern Elevator and Mills of A. Dodge & Son at Beverly, Mass. This is one of a number of plants owned and operated by the firm. Mr. Albert Dodge, the senior member of the firm, has been 41 years in the grain business and has established plants at Gloucester, Hyde Park and Amesbury, besides the one at Beverly, with headquarters in the Chamber of Commerce, Boston.

Mr. Dodge was born in New Hampshire and in early life was thrown upon his own resources. He



EASTERN ELEVATOR AND MILL OF A DODGE & SON, BEVERLY, MASS.

terested were invited, was attended by eleven buyers and warehousemen, five farmers and two millers. The buyers were pretty nearly unanimous for a 58-pound grade, but two of the farmers favored the 59-pound grade, while one other was non-committal. The commissioners held that the opinions offered were too obviously colored by personal interest to be considered valuable as a basis of action, and temporized by adjourning to meet at Tacoma at a later date, when the question would be again and finally considered.

Meantime all the wheat going into Tacoma now has been grading No. 1 or better, practically no new wheat received weighing less than 59 pounds, while a large proportion has graded as choice milling, weighing from 60 to 63 pounds. But it is claimed that this wheat, which has come from Walla Walla, Columbia, Adams and Pierce counties, runs high because it was grown in some of the best wheat raising sections of the state, and that the poorer wheat always comes in later. On the whole, the movement of wheat to the seaboard has been slower than usual this fall, and it will not be until well into October before all the crop in late sections will be gotten into the granaries.

The wheat shippers of Tacoma and other ports are asking for rules making state grades on grain consigned to California, in order that sales to that state shall be based on Washington grades. Hitherto California has dictated the grading; but now that that state is a heavy buyer for home consumption, the Washington dealers hope to secure there permanent recognition of Washington inspection. So far this year California buyers have indorsed the Washington grading and settled on that basis. The state grain inspector is making arrangements to

is in every respect a self-made man. Mr. Chester P. Dodge, the son, has had charge of the Beverly branch since 1891, and in 1896 became a member of the firm. The Amesbury plant is operated by Mr. A. Scott of that place.

The establishment at Beverly is one of the largest in the state. It does a large business in feed and meal grinding, and besides grain and feed, hay and flour are handled, as well as fertilizers. Like all the other branches of the firm's business, the Beverly house does a successful business. Mr. Dodge, as intimated, is a veteran in the business in Massachusetts, and feeling the need of greater leisure would like to dispose of one or more of the branches of his large business, believing he can offer exceptional advantages to anyone wishing to locate in the East.

INCREASING THE USE OF CORN.

There has been a vast extension of the use of corn in the past twenty years, and it is now used in greater amounts and in more industries than ever before. There are no statistics available to show just how much corn is consumed outside of the feed lots, but it is evident that the amount is increasing rapidly. According to government figures only 17 per cent of the crop of 1892 and only 15.5 per cent of the crop of 1893 left the county in which it was grown. Of the crop of 1895, 21.9 per cent was shipped beyond county lines, and of the next crop 27.3 per cent. The figures for the 1897 crop are not yet made up, but no doubt an increased percentage will be shown. This corn has been put to a variety of uses. A large proportion has gone abroad to be used in feeding.—Corn Belt.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

J. F. Harris figures on a Nebraska corn crop of 150,000,000 bushels.

G. D. Rogers thinks returns justify the early expectation of 200,000,000 bushels of wheat in Minnesota and the Dakotas.

The Nebraska Association sent out a circular giving the Nebraska corn crop at 125,000,000 bushels and the wheat crop of the state at from 45,000,000 to 55,000,000 bushels.

The Ontario Government bulletin shows that the fall wheat crop will be 25,000,000, or 1,000,000 more than last year, and the spring wheat crop will be 6,500,000, or 1,500,000 more than last year.

Prime gives a prominent winter wheat miller, who has taken pains to inform himself, as authority for the statement that the government had overestimated the winter wheat crop a hundred million bushels.

The report of the Illinois State Board of Agriculture gives this season's area of wheat as 1,911,800 acres, yield 18,384,000 bushels. Of oats, 3,747,900 acres, 18,233,000 bushels. Oats poor in quality and light weight. Corn area 6,902,200 acres, 2 per cent less than 1897.

The new corn crop in the Northwest promises a larger yield than usual. Conditions are not so good as they were four weeks ago, due to dry weather and consequent shrinkage of the ear. Still the yield is likely to be larger than last year and perhaps as large as any year since corn was raised in this section.—Minneapolis Market Record.

Thoman, in his September crop report, estimates the prospective corn yield at 1,750,000,000 bushels, and figures the corn reserve at 300,000,000 bushels, compared with 450,000,000 bushels last year at this time. He puts the total wheat yield at 665,000,000 bushels, of which 380,000,000 bushels are winter wheat and 285,000,000 bushels spring.

The estimated acreage of wheat harvested in Kentucky this year was 627,978 acres, the estimated average yield 14 bushels per acre, giving a total yield of 8,791,692 bushels. The estimated acreage of corn is 89 per cent of the acreage of 1897, or 1,871,066 acres. The estimated acreage of tobacco is 123 per cent of the acreage of 1897, or 163,923 acres.

Chief Grain Inspector Clausen of Minnesota has stated his belief that the crops of Minnesota and the Dakotas would be the largest ever raised. Thrashing returns show the grain to be of good quality, and Mr. Clausen thinks the proportion of No. 1 Northern and other good wheat will be larger than usual. There is much smut in northern sections and it is generally reported that the berries are small, but altogether the crop will be entirely satisfactory and far above the average.

Joe Sherry estimates the corn promise this year as follows: Missouri, 125,000,000 bushels, against 172,000,000 bushels last year; Kansas, 150,000,000 to 175,000,000 bushels, against 162,000,000 bushels; Nebraska, 150,000,000 to 175,000,000 bushels, against 241,000,000 bushels; Illinois, 175,000,000 to 200,000,000 bushels, against 233,000,000 bushels last year; Indiana, 125,000,000, against 110,000,000; Ohio, 125,000,000 bushels, against 92,000,000, and Iowa, 175,000,000 to 200,000,000, against 220,000,000 bushels last year.

Says the Corn Belt, the official organ of the Burlington road: "Three weeks ago the outlook for corn was uncertain. Throughout a large area of the corn belt the prolonged dry spell had done more or less damage. But the recent rains, widely extended, are reported to have quite generally restored the favorable conditions that prevailed anterior to the dry weather, and while it is probable that the crop will not be so large as had been hoped for earlier in the season, it will undoubtedly be nearly if not fully an average crop. So far as the supply of moisture is concerned, corn is safe wherever the late abundant rains have fallen. The rain came over a large portion of Nebraska in the nick of time."

IOWA CROP REPORT, Sept. 6.—Corn has been forced toward maturity somewhat too swiftly for the perfect development of the late planted portion of the crop, and in some counties the hot, dry weather has unquestionably caused some damage. But on the whole corn has done notably well, and a very large percentage is now fairly well matured, and in condition to be cut up or to withstand a sharp frost. For all of the crop it would be better to have seasonable weather without frost until the latter part of this month. Considerable progress has been made in cutting, especially in the dairy districts, where the farmers fully appreciate the value of corn fodder. More than the usual amount of fall plowing has been done, and seeding fall grain

is in progress. The pastures need rain, and in some sections it is much needed to facilitate plowing.

Crop Statistician Snow says that the corn along the Burlington & Missouri road, which is the Burlington territory, is not above 60, but that it is about 85 in other parts of the state. He intimates that the state is worse off than at any time since 1895, and that it does not promise over 125,000,000 bushels. Iowa, he says, shows a loss for the month in condition of about 7 points and the seven surplus states a loss of about 2 points. This is on an area about 2,500,000 acres less than 1897.

Oats in the Northwest may in a general way be called a good crop. They are not as heavy per measure as some other years, but the average yield per acre is rather higher, and in many instances the weight and quality excellent, although in other sections there was more or less of blight and light berry. The acreage is not increased from last year, that being shrunken to give room for the larger acreage of wheat, and in some instances the larger acreage of corn than last year.—Minneapolis Market Record.

In Michigan, reports of 7,317 jobs of thrashing, aggregating 115,827 acres, indicates an average yield of 19.64 bushels of wheat an acre. The area of wheat in the state last May was 1,725,448 acres, making Michigan's yield this year 34,162,563 bushels. This is more than ever before reported. Thrashers' returns indicate that oats will yield 32 bushels and barley 24 bushels an acre. This is seven and five bushels, respectively, above last year's estimate. Beans will yield 69 and potatoes 72 per cent of an average crop. Corn, beans, potatoes and pastures have been injured by dry weather.

OHIO CROP REPORT, Sept. 6.—With few exceptions correspondents state that late corn is improving and will be past danger from frost, with a good crop assured, by the 15th or 20th. Early corn ripened out well and cutting has begun in most counties. In sections where the fall plowing was not completed the work is being delayed by hot weather and dry and hard condition of the ground. Wheat seeding has begun in a few localities, but it is not general yet. The clover seed harvest is under way, with a very light crop in prospect. Some report the crop hardly worth thrashing.

GOVERNMENT CROP REPORT, September 10.—The September report of the Statistician of the Department of Agriculture shows the following average conditions on September 1:

Corn	84.1
Wheat	86.7
Oats	79.0
Barley	79.2
Rye	89.4
Buckwheat	88.8
Potatoes	77.7

The decline in the average condition of corn during August was 2.9 points, and the condition on the first instant was 4.8 points higher than on September 1, 1897, 6.9 points lower than on September 1, 1896, and eight-tenths of one point higher than the mean of the September averages of the last ten years. There was a marked decline during August in several of the principal corn producing states, the decline amounting to 10 points in Iowa, 9 points in Kansas, and 23 points in Nebraska. On the other hand, twenty-one states with an average annual production of nearly one thousand million bushels show a more or less improved condition as compared with August 1. There was an improvement of 3 points in Ohio, 9 in Indiana, 8 in Illinois and 3 in Missouri.

The condition of wheat, 86.7, is one point higher than on September 1, 1897, 12.1 points higher than on September 1, 1896, and 5.1 points above the mean of the September averages of the last ten years. In accordance with its practice, the department has not yet made any quantitative estimate of the wheat crop, and will not do so until it completes its revision of the wheat acreage, which will show some increase over the preliminary figures.

The average condition of oats was 79.0, against 84.6 on September 1, 1897, 74.0 on September 1, 1896, and a September average of the last ten years of 80.8.

The average condition of barley was 79.2, as compared with 86.4 on September 1, 1897, 83.1 on September 1, 1896, and a September average of the last ten years of 84.8.

The average condition of rye was 89.4, against 90.1 on September 1, 1897, 82.0 on September 1, 1896, and 87.8, the September average of the last ten years.

The average condition of buckwheat was 88.8, as compared with 95.1 on September 1, 1897, 93.2 on September 1, 1896, and 87.7, the September average of the last ten years.

The average condition of Irish potatoes was 77.7. This shows a decline of 6.2 points during August, but the condition is still 11 points above that on September 1, 1897, and only seven-tenths of one point below the mean of the September averages of the last ten years.

The rice crop promises to be much above the average, Louisiana leading off with a condition of 101.

Clover seed reports indicate a reduced acreage and, in the main, an unfavorable condition.

The number of hogs for fattening shows a decrease of 6.5 per cent from that of last year. As regards condition the reports are in the main very favorable, the general average being 96.1, as compared with 93.5 on September 1, 1897, 94.5 on September 1, 1896, and 94.3, the mean of the September averages of the last ten years. JOHN HYDE, Statistician.

MANITOBA CROP REPORT.—The official crop report of the Manitoba Government places the yield of wheat at 17.41 bushels per acre. It varies from 13.8 in the southwestern districts to 21.2 in the Red River Valley. On this estimate, the total crop of the province would be 25,913,155 bushels. The oat crop is placed at 35.02 bushels per acre, making a total crop of 18,029,944 bushels. Barley 29.17 bushels per acre, making a total yield of 4,611,314 bushels. Flaxseed, 14 bushels per acre, and a total yield of 350,000 bushels. The total yield of all grain crops, on this estimate is therefore approximately 50,000,000 bushels.

MISSOURI CROP REPORT, September 6.—In a few counties there is complaint that early corn has dried out too rapidly and will be chaffy, but as a rule it has matured well and is now safe from drouth, and cutting is becoming general. Late corn is still reported in good condition and doing well in some of the western, central and northern counties, but in most of the central, many of the northern and some of the southern counties it has suffered severely from the drouth, hot sun and drying winds. In some localities it is also being greatly injured by chinchbugs. In a few of the northern counties the ground continues in good condition for plowing and wheat seeding, but over the greater part of the state it has been too dry, and in many localities work has been suspended.

The American Agriculturist's report, issued September 10, places the yield of winter wheat at 14.8 bushels per acre, and of spring wheat at 15.4 bushels per acre. The report of the American Agriculturist on corn places the condition \$5.4, as compared with \$5.6 a month earlier. The change, while slight, is a disappointment, as it was generally believed the breaking of the drouth would advance the condition of the crop, at least to an average showing for this date. Taking the surplus states of Ohio, Indiana, Illinois, Iowa, Missouri, Kansas and Nebraska, it appears the present condition of this crop is 78.9, as against 79.1 one month ago, and 80 one year ago. There is an unusually large percentage of healthy appearing stalks which are bearing no ears at all, and a larger proportion which have a single ear, and that short and approaching the nubbing condition. The effect of this will only be fully recognized when the crop is husked, and it is easily within the range of possibilities that the final report of rate of yield per acre will present some marked surprises. The condition of oats when harvested is placed at 78.4, 2.2 lower than on August 1, with the general quality not as good as last year.

OUR CALLERS

We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month:

L. H. Hyde, Lake Benton, Minn.
Stephen Nairn, Winnipeg, Manitoba.
M. D. Beardslee, representing Prinz & Rau Mfg. Co., Milwaukee, Wis.
J. H. Henderson, Rochester, N. Y., representing Prinz & Rau Mfg. Co., Milwaukee, Wis.
J. S. Leas, of Barnard & Leas Mfg. Co., Moline, Ill.
B. F. Ryer, sec. Huntley Mfg. Co., Silver Creek, N. Y.



Farmers hold the key to the situation. Will they keep it, or will the Bears force them to give it up? —Zahm's Circular.

BARLEY AND MALT

The Russian barley crop is one of the best crops of the season.

Jos. Handsuch has succeeded Handsuch & Pexa, brewers at Montgomery, Minn.

The barley crop of Colorado is above the average, particularly in the north central counties.

The rumor is revived that Woolners of Peoria will reopen the malthouse of the old La Salle Brewing Company of La Salle, Ill.

The additions to the branches of the American Malting Company at Milwaukee (Kraus-Merkel) and Watertown, Wis. (Wm. Buchheit Malting Company) are about completed.

The Davenport Malt & Grain Company, Davenport, Iowa, are enlarging their engine and boiler house, and will next year enlarge the malthouse (pneumatic system). The company now make about 250,000 bushels of malt annually.

Owing to crop failures in California, that state has gone to Oregon for barley as well as wheat. In Oregon barley is a better crop than wheat, yielding 50 bushels to the acre, against 30 for wheat, while barley is worth above a dollar per cental, considerably more than wheat.

Neidlinger & Sons of New York City have purchased the malthouse in Wilson Street, Brooklyn, formerly operated by G. E. & J. D. Kitching. This plant (the seventh owned by the firm in New York state) will be thoroughly remodeled and improved. It is intended to malt here especially for the Brooklyn trade of the firm.

A. M. Prime, the barley expert of the Cargill Commission Company of Duluth, has reported the barley crop to be marketed at Duluth to be larger and better than last year. The acreage was about the same as in 1897, but the berry is larger in size and better in quality, making a yield 10 per cent greater, with a smaller percentage grading as chicken feed.

In Germany the number of commercial malt houses is increasing, while the number of brewers who malt for themselves is decreasing, as in America. In 1892 the Empire had 484 malthouses, employing 4,550 hands, while in 1896 the number of houses had decreased to 619 and the employees to 5,985. In 1897 the commercial maltsters produced 13,167,000 cwt. of malt, the total brewery consumption being 23,900,000 cwt.

The American Malting Company have placed an order with Nordyke & Marmon Co. of Indianapolis for a complete fine corn goods plant, which will have a daily capacity of 2,500 bushels, to be built at the Malting company's Detroit branch. A full line of the Nordyke & Marmon Company's well known special corn milling machinery will be installed, and when completed the mill will be a model one in every respect.

Ph. Benz & Co. of Chicago write us under date of September 10: "According to our numerous reports from the West and Northwest we find the average yield of barley a trifle less than last crop. The quality, however, is much better. This year almost all the barley states have something to show; even Indiana and Ohio have barley—something extraordinary. Values are at present on the decline. The hot weather has kept the majority of the maltsters out of the market, but barring all this we will soon have new buyers in the field who will make it interesting for all receivers and shippers. We consider it to the advantage of the shippers to place their grain, etc., on the market now and strike while the iron is hot, as the whole crop throughout our productive country is enormous and we are under the impression that it is not any benefit to hold back with shipments any longer."

INVINCIBLE NEEDLE SCREEN GRAVITY SEPARATOR.

The "American Elevator and Grain Trade" has hitherto taken occasion in February last to refer to the Needle Screen Gravity Separator, an invention that came east from the Pacific Coast, where it had come into use in nearly all the larger mills and warehouses. The separator is very simple, being constructed of needle steel wires, set parallel with each other, securely fastened at one end, leaving the other end free, and set in such a position to each other that the barley or malt, descending by gravity, is dashed by its own gravity from one screen to the other. This impact of grain causes the free ends of the needles to vibrate, thus effectually preventing clogging. The separation is positive, particles larger than the spaces in the screens passing over and those smaller passing through.

This separator is now manufactured under rights obtained from the patentee and has been put on the market by the Invincible Grain Cleaner Company

of Silver Creek, N. Y., the well-known manufacturers of the Invincible Grain Cleaners for handling all kinds of grains and seeds, who have given it the name "Invincible Needle Screen Gravity Separator." Before entering into an arrangement for its manufacture, the Invincible Grain Cleaner Company thoroughly tested the separator in actual operation under the most severe usage, and were convinced that it would do all that was claimed or anticipated for it.

This form of separator has been found especially effective and desirable for cleaning barley and malt; and since it has been introduced in the East it has been adopted by some of the leading maltsters and barley men of this country. The American Malting Co. have placed, after a crucial test, 15 of the double machines, capacity of 500 bushels each, in their various plants, while John C. White, president of the United States Maltsters' Association, has placed his order for 3 machines.

As before remarked, the construction is very simple and also durable. Although their capacity is large, they require no power for their operation



and very little attendance, yet they perform their work better, it is claimed, than can be done by any other machine, simply by feeding the barley or malt in at the top and letting it pass down from screen to screen, the grain discharging separated at the bottom. The standard height of the machine is 12 feet, but this can be varied to make it longer or shorter to suit different localities. The machine will quickly save its cost in the saving of power, time and attendance, for as the Needle Screen is self-cleaning it requires no attention. Another important item is the comparatively small floor space it occupies, leaving valuable floor room for other purposes.

Further information regarding this machine will be cheerfully given by the manufacturers, who will be pleased to answer promptly any inquiries and also mail samples of work performed to all who address the Invincible Grain Cleaner Company, at Silver Creek, N. Y.

ACCELERATING GERMINATION.

Siebel in The Western Brewer, answering the question, "Cannot the time for malting barley be considerably shortened by using higher temperatures in the malthouse?" says: "The germination of the grains could doubtless be greatly accelerated by higher temperatures, but the flavor and solution of the malt would suffer considerably; besides the tendency to mold and souring would be increased to such a degree that it would be impossible to check it by antiseptics. For this reason it is deemed impracticable to make malt during the hot season, and temperatures reaching 75 to 78 degrees are considered altogether too high by most maltsters. English maltsters do not exceed 62 degrees as malthouse temperature, and we think it is best not to exceed this temperature, although the temperature in the beds may safely go as high as 70 degrees F."

Items from Abroad

The exports of flaxseed from the Argentine for the first six months of this year were 144,430 tons, against 159,395 tons same period 1897.

Egypt's shipments of wheat (all to the United Kingdom), April 1 to August 18, were 180,000 bushels, against 36,000 bushels the previous year.

Spain has restored the import duty on wheat, but has reduced the amount from 10½ to 6 pesetas per 100 kilos. Permission is also granted to export.

The Italian wheat crop, which has averaged 119,000,000 bushels for the past ten years, is officially estimated at 128,000,000 bushels, against 86,000,000 last year.

The acreage sown to wheat in New South Wales is 26 per cent greater than last year, and will reach 1,500,000 acres, which should average 10 bushels to the acre.

Wheat prices are reported advancing rapidly in Scind and Punjab, India, on account of scarcity of grain there. The situation is beginning to assume a serious aspect.

Korea has again begun to export wheat to Japan. The Korean farmer procured his seed in Japan, having been attracted to it by noticing the quality of the wheat brought in by the invading Japanese army.

The total exports for 1898 (ending December 31) from Argentina and Uruguay are estimated by Consul Mayer at 1,000,000 tons. Up to June 18 the shipments were 688,000 tons from Argentina and 120,000 tons from Uruguay. He reports a large stock in Buenos Aires.

Grain wheat exports from Russia and Black Sea ports, August 1 to August 19, were 3,550,000 bushels; of corn, November 1, 1897, to August 19, 50,480,000 bushels; of barley, including Baltic ports of Russia, August 1 to August 19, 2,720,000 bushels. The greater part of this grain went to continental countries.

France during the month of July imported 17,912,000 bushels of wheat and 67,000 sacks of flour, and exported 16,000 bushels of wheat and 53,000 sacks of flour. The stocks on hand of wheat and flour (reduced to bushels), July 31, was 143,000 bushels, against 256,000 bushels same date 1897, and 198,000 bushels, 1896.

Belgium's grain imports for the year ended July 31, 1898, were as follows: Wheat, 45,327,600; rye, 4,800,208 bushels; barley, 14,829,968 bushels; oats, 1,956,000 bushels; corn, 16,875,164 bushels; wheat flour, 57,268 sacks, and rye flour, 3,115 sacks. In wheat, rye, barley, corn and wheat and rye flour there was a considerable increase, but of oats imports declined over 50 per cent. The country's exports of grain and flour to Continental countries also increased largely.

European reports to August 26 report a moderation of the extreme heat in England, enabling the wheat harvest operations to proceed rapidly. In France reports from the Northern and Northeastern districts are more favorable, harvesting proceeding rapidly and quality of wheat more satisfactory. In Germany the harvest was almost concluded, but only small quantities of wheat had been marketed or even thrashed. Italy's wheat crop is considerably larger than last year's; which in Rumania crop reports are generally satisfactory, the wheat being of fine quality and heavy.

The wheat crop of Russia, which is a very good one in many governments, is offset by a shortage not far removed from famine in the valley of the Volga, including the provinces of Samara, Saratoff, Simbersk and Perm. The distress in some of the provinces has already become so acute that it is said even the landed gentry are asking the government for aid, while the peasants are unroofing their huts to feed the thatches to their stock. Dornbusch remarks, however, that "the huge Empire is never prosperous as a whole, and the partial scarcity this year is not expected to interfere with grain exports, more or less liberal, according to European demands."

The locust has appeared in the province of Santa Fe in numbers great enough to threaten a plague, in case the second hatching of insects should prove large; and the government has been forced to make serious efforts to combat them. Their destruction is made compulsory by landowners also, and large sums have been appropriated by both the government and individuals to carry on the work. The method adopted for the destruction of these insects is as follows: Lengths of tin one foot high are extended for hundreds of yards and pits are dug at intervals of fifty yards. The locust comes to the tin barrier, cannot surmount it, and, skirting the tin, hops into the pits. At the end of each day the victims are covered up with earth and are so destroyed.—Report from the Argentine.

PERSONAL

Geo. Thompson is buyer for W. W. Cargill & Co. at Howard, S. Dak.

D. E. McLaughlin is again in charge of the elevator at David, Iowa.

Joe Franken now has charge of Franken & Belt's elevator at Norborne, Mo.

Clarence Ellsworth has again opened the Hunting Elevator at Spencer, Iowa.

The Northwestern Elevator at Minto, N. Dak., is in charge of Nell McMurchie.

J. C. Schmidt has again been employed to run the Peavey Elevator at Salem, S. Dak.

James Taylor is looking after J. W. Keifer's elevator business at Bostwick, Nebr.

Arthur Johnson is buying grain at Rock Valley, Iowa, for the Hunting Elevator Co.

C. W. Oxley is the new grain buyer for the Madison Elevator Co. at Howard, S. Dak.

Gilbert Christianson has taken a position at the S. Y. Hyde Elevator at Egan, S. Dak.

W. B. Rickey of Dana is now running Bartlett, Frazer & Co.'s elevator at Surrey, Ill.

Alex. Lindsey of Minto now has charge of the Northwestern Elevator at Ardock, N. Dak.

E. C. Swan of Scotland, S. D., recently accepted a position as grain buyer at Tyndale, S. D.

A. C. Smith is now buying grain at Barnum, Iowa, for the Harper-Gill Grain Co. of Manson.

D. J. Nally of Arcadia, now has charge of the Cargill & Co. grain warehouse at Osseo, Wis.

D. W. Bunday is now filling the position of buyer for the Atlas Elevator Co. at Brookings, S. Dak.

A. Winlow has been engaged as manager of the St. Anthony & Dakota Elevator at Hamilton, N. D.

Geo. Kneisel has accepted the position of grain buyer for the Farmers' Grain Co. of Estelline, S. D.

E. J. Williams of Chatfield, Minn., is now buying grain for a Minneapolis firm at Auburn, N. Dak.

Frank Gellrup of Albert Lea, Minn., has taken a position at Duluth with the State Grain Commission.

Peter Arendt is filling the position of grain buyer for the Kansas City Grain Co. at Buck Grove, Iowa.

H. C. Puffer, a grain dealer of Springfield, Mass., is being talked of as a candidate for the state legislature.

Clarence Mears of Milton is now purchasing grain at Grafton, N. D., for Ely Harris & Co. of Duluth.

Earnest Veal of Merrill, Iowa, is now acting as grain buyer at Laurel, Nebr., for the Kansas City Grain Co.

P. A. Penner is the agent in charge of the newly opened Hubbard & Palmer Elevator at Mountain Lake, Minn.

B. R. Jones of Clement, N. D., is now agent for the Minnesota & Dakota Elevator Co. at Lidgerwood, N. D.

M. O'Neil of Forest City, Iowa, is now traveling for the T. M. McCord Co., grain commission, Minneapolis, Minn.

A. E. Rodebaugh of Dickens is now holding the position of buyer at Postoria, Iowa, for the Spencer Grain Co.

H. F. Schroeder of La Crosse has opened up the Cargill Elevator at Austin, Minn., and will act as buyer this year.

Arthur Johnson of Hartley, Iowa, recently secured a position as manager of a grain elevator at Rock Valley.

Ashby Woodson has resumed business on the Kansas City Board of Trade after a year's absence in St. Louis.

A. P. Gray of Tyler has been appointed as grain buyer for the Farmers' Co-operative Grain Co. at Lake Benton, Minn.

David Theophilus of Winfield, S. Dak., has succeeded W. F. Matson as buyer for the Hyde Elevator Co. at Howard.

James Burk has moved from McGregor to Everly, Iowa, where he now has a position with the Hunting Elevator Co.

Fred Lundberg recently moved from Davenport, N. Dak., to Warren, Minn., where he has charge of the Tileston Elevator.

Private Herman V. Goetz, of the First Illinois Volunteers, who died of yellow fever at Santiago, was a native of Milwaukee, and for the past year

had been in the employ of the grain commission firm of Miller & Co. at Chicago.

John F. Walther, manager of the Truby Elevator at Bird's Bridge, Ill., was married on August 21 to Miss Cora M. Hartong.

F. H. Baldwin is now agent for Park's Elevator at Ederton, Minn. He was formerly with the flouring mill at that place.

Thos. F. Beswick, for 18 years in the employ of F. H. Peavey & Co., has been transferred from Wayne to Hartington, Nebr.

O. A. Streater of Sioux City, Iowa, formerly with the Dent Grain Co., now represents Berger, Crittenden & Co. of Minneapolis.

John D. Lindsay, agent of the Big Four Elevator at Cincinnati, has been elected clerk of the newly incorporated village of Hyde Park.

O. D. Hutchinson is buying grain at Menominee, Mich., for the Consolidated Milling Co. of Minneapolis, and also selling that company's flour.

W. F. Matson, who has had charge of the S. Y. Hyde Co.'s elevator at Howard, S. Dak., for some time, has been transferred to Fairmont, Minn.

Olin Starks recently took a position with Mineah & Webster at Eagle Grove, Iowa. The capacity of their house was largely increased during the summer.

B. L. Lewis, for several years the Great Northern station agent at St. Thomas, N. Dak., is now in charge of the Minneapolis & Northern Elevator at that place.

Geo. Braginton, for 2 years past a grain buyer at the Harper Elevator in Barnum, Iowa, is now a member of the grain firm of Braginton & Son at Manson, Iowa.

S. M. Shaffron, formerly buyer for the Cargill Co. at Brownsdale, Minn., has accepted a position in that capacity for the Imperial Elevator Co. at Clifford, N. Dak.

Joseph Bidwill, an Illinois state railroad and warehouse commissioner who has been seriously ill for several months, is reported to be about ready to resume his duties.

Eugene Page, for a number of years in the employ of the Dell Rapids Elevator Co. at Dell Rapids, Iowa, has taken a position as assistant buyer for the S. Y. Hyde Co. at Howard, S. Dak.

The Modern Woodmen and the Royal Circle of McLean, Ill., recently held a union picnic at Funk's Grove, where the address of the day was delivered by S. S. Tanner of Minier, Ill., the well-known grain dealer.

Mrs. Albers, the wife of C. H. Albers, president of the Advance Elevator Co., and a well-known member of the Merchants' Exchange of St. Louis, died in that city on August 31. She had been an invalid for several years.

E. D. Hooker, who recently sold his warehouse and grain business at Hopkins Station, Mich., has accepted a position at Allegan with J. B. Van Heulen, purchasing agent for the Walshe-De Roo Milling Co. of Holland.

Van R. St. John, formerly of Wapella, Ill., has taken the place of W. H. Magoon in the office of the Middle Division Elevator Co. at Bloomington. Mr. Magoon has been transferred to Pontiac to take charge of a number of grain stations, while Mr. Jennings goes from the latter place to the Champaign office of the company.

Frank A. Maurer, with Irwin, Green & Co., of Chicago, was absent from the city a few days recently, having gone to Camp Wikoff, at Montauk Point, Long Island, to meet his brother, Arthur B. Maurer, private in Co. A, First Regiment Illinois Infantry. His brother had come from Santiago in the transport Berlin and was in the general hospital suffering from exhaustion due to the effect of the fever which he had in Cuba. Mr. Maurer brought his brother to Chicago and he is now convalescent.

The following changes are reported in the force of traveling superintendents of elevator lines in the employ of W. W. Cargill & Company: W. R. Hyde of Fairmont takes charge of the Southern Minnesota line. John H. McMillan will look after the Winona & Southwestern. Ole Elbertson will have charge of the Green Bay line and the territory tributary to it. J. B. Guenzius, who for the past twenty-five years has been in the employ of the Cargills, is not exactly retired—he would not consent to that—but will travel through the Cargill territory where he can be used to the best advantage, thus making his duties comparatively light.

Two very large lake steamers have recently been launched at Bay City and Superior. One, the S. F. B. Morse, is 476 feet long and of 10,500 tons burden; the other, the whaleback Alex. McDougall, is 460 feet long and of 10,000 tons. The latter boat will carry 250,000 bushels of wheat in one cargo.

OBITUARY

Aaron Boyd, a broom corn broker of Charleston, Ill., died recently, aged 55.

Hiram Bump, one of the pioneer grain merchants of Janesville, Wis., is dead.

T. W. McDonald, secretary of the Dixie Grain Co., Mobile, Ala., died recently.

Col. James O. Broadhead, a member of the St. Louis Merchants' Exchange, died August 7.

Richard F. Hopkins, a successful grain dealer of Brewster, Mass., died August 6, aged about 48 years.

Jonathan Nesbitt, an old and popular member of the Merchants' Exchange of St. Louis, died August 9, aged 65 years.

Adolph Turner, a grain dealer well known in Winnipeg, Man., died at his home in St. Boniface on August 20, aged 65 years.

Alonzo Roberts, who prior to 1872 was engaged in the merchandise and elevator business in Lacon, Ill., died August 28, at his home in Chicago, aged 68 years.

S. G. Willson, who died recently at Columbus, Ohio, aged 69 years, formerly lived in Ashland, where he was a partner in the grain business of Bushnell.

John P. Grantz, a grain dealer at Walnut, Iowa, died August 9 from the effects of an overdose of laudanum, apparently taken with suicidal intent. He left a wife and 5 young children.

Thomas Wilson, a wealthy pioneer resident of Rushville, Ill., died there on August 28, aged 86 years. He had been a resident of that city since 1837, and for a number of years conducted a large grain elevator.

Clark Douglas died at Rochester, N. Y., on August 25. He was engaged in the grain and produce business, and for a number of years the business has been conducted under the name of Clark Douglas & Son.

George Gibson, one of the oldest and most highly respected citizens of Pulteney, N. Y., died on September 4. In the fifties he built a warehouse and handled grain, etc.; his second warehouse, built in 1863, is still standing.

Guerdon Richards, an aged and well-known business man of the village of Brockport, N. Y., died there on August 28. He first started in the grain and produce business and later in the flour and feed business, which is still conducted by his son, Maro A. Richards.

Conrad Fath, one of the oldest members of the Merchants' Exchange, died at St. Louis on August 8, aged 65 years. He was a native of Germany and came to St. Louis in 1839. Owing to business reverses, he had during recent years been in the employ of the E. B. White Grain Co. until its retirement recently.

Robert W. Golsen, at one time a prominent and fairly wealthy grain and cotton broker on the Merchants' Exchange of St. Louis, committed suicide on the night of August 15 by taking poison. His body was found across the graves of 3 of his children. He was formerly very successful, but for more than two years had met with exceptional reverses that made him despondent. His recent deals were largely through bucket shops.

Henry Cutler died at North Wilbraham, Mass., on September 8. Mr. Cutler was associated with his father in the grain business as early as 1844 in Ashland, and has always been prominent in that business in his section. He was also interested in the Atlantic Starch Co. of Westport, Conn., and the Narragansett Milling Co. of East Providence, R. I. Deceased was a liberal but unostentatious giver, and his death is mourned as a loss by his city as well as his family and personal friends.

Albert A. Munger of Chicago died at Mackinac Island on August 26. He was born in Chicago in 1845 and was raised in the elevator business. His father, of the firm of Armour, Dole & Co., erected the first big elevator in Chicago in 1867. This firm afterward became absorbed in the corporation of P. D. Armour & Co., though the two Armours were not related. Succeeding to the business, Albert Munger formed the firm of Munger, Wheeler & Co., which continued until 1890, when the interests were sold to an English syndicate. Mr. Munger was a great lover of art, and left a collection of paintings at the Art Institute in Chicago valued at \$300,000. He leaves an estate valued at \$3,000,000. He was a liberal giver to charities and also had rendered valuable financial aid to many Board of Trade members.

Fires - Casualties

The elevator at Elburn, Ill., was struck by lightning on August 15, and burned to the ground.

The Cottrell Elevator at Dwight, Nebr., was considerably damaged by lightning on September 5.

H. Hause, dealer in grain, etc., at Nephi, Utah, suffered a loss of \$450 by fire recently. No insurance.

Smith Paugh's elevator at Lodge, Ill., was struck by lightning recently. The loss is covered by insurance.

McLean Bros' grain, hay and feed store room at Dubuque, Iowa, was burned August 25. Loss, \$1,500; insurance, \$300.

F. R. Gould's grain warehouse at Chesaning, Mich., was burned August 22. Loss said to be largely in excess of insurance.

F. B. Smith & Co.'s grain warehouse and contents at Little Rock, Ark., was burned recently. Loss said to be \$40,000; insurance, \$9,000.

A fire which started in the Glucose Elevator at Exira, Iowa, one day last month, was quickly extinguished by attaching a hose to a pump.

Hurds Milling & Grain Co.'s plant at Kansas City, Mo., was visited by a fire on August 12, causing a loss of \$1,200, fully covered by insurance.

John Kane, a scooper at the Eastern Elevator in Buffalo, N. Y., was struck by a steam shovel recently and his face was badly bruised as a result.

A fire at Altura, Minn., on August 30, badly damaged the grain elevator of Hans & Simons. The O'Neil Grain Co.'s elevator was also slightly damaged.

H. Lauwbaugh's elevator and grain office at Stuart, Iowa, was burned August 25, said to contain 120,000 bushels of grain. Loss \$15,000, fully insured.

The grain warehouse of the Farmers' Warehouse Union Co. at Brownsville, Ore., was destroyed by fire last month. It contained about 2,000 bushels of grain.

A. G. Eshelman's elevator at Clarence Center, N. Y., caught fire from a locomotive spark on August 22 and was completely destroyed. The loss is only partially insured.

D. S. Younce, while working in his elevator at Kessler, Ohio, one day last month, had his arm crushed terribly by being caught in a chain belt and sprocket wheel.

The Stewart & Cessna Elevator at West Mansfield, Ohio, bulged out recently and let 3,000 bushels of wheat onto the ground and sidetrack, causing a considerable loss of grain.

Ernest Potter, aged 30 years, was smothered to death on a farm near Henderson, N. Y., by a granary floor giving way and letting 1,000 bushels of grain onto him in the basement.

Frank Woodruff's wholesale grain warehouse at Sanford, Fla., was destroyed by fire on August 29. The loss on the stock is placed at \$7,000, and on building \$1,500; insurance, \$1,800.

The Potomac Valley Elevator at Hagerstown, Md., operated by Samuel Cushwa, was damaged to the extent of about \$100 by fire recently, which, fortunately, was soon got under control.

Michael Kelly, an employe of the Northern Elevator at Buffalo, had a foot badly crushed between the bumpers of two cars which started suddenly, while he was attending to his duties of unloading.

In a disastrous fire which occurred at Fresno, Cal., on August 13, the Farmers' and the Einstein grain warehouses and their contents were destroyed. The loss on each house is estimated to be \$25,000.

Gus Wenzelman's elevator at Streator, Ill., was burned recently, causing a loss of about \$2,000, partially insured. The fire is said to have originated from an overheated journal in the top of elevator.

J. J. Woodin's elevator at St. Joseph, Ill., had a narrow escape from complete destruction by fire one day recently. The building, however, was saved by the use of a hose connected to some pumps near the elevator.

The second floor of New Bros' elevator at Greenfield, Ind., on which about 6,000 bushels of wheat were stored, gave way recently and let the grain onto the first floor and the ground. Considerable damage was done to the grain and building.

Wm. W. Murray, an iron worker, while engaged at some work in the Northern Elevator at Buffalo, N. Y., recently, started to walk across a bin 40 feet high on a plank. When part way across the bin he fell 40 feet to the bottom. He was momen-

tarily stunned by the fall, but the hospital surgeons could find no injuries about him beyond his wrists being sprained.

L. A. Pierson's warehouse at Johnstown, Ohio, on August 15, was totally destroyed by fire. The contents consisted of 2,000 bushels of oats, 600 bushels corn, 80 tons of hay, etc., making the total loss \$3,000, on which there is an insurance of \$2,000.

A building owned by Dr. M. McLaughlin at Jackson, Mich., and occupied by J. E. Bartlett as a grain, hay and feed warehouse, was burned August 6. Mr. Bartlett places his loss at about \$1,500, with only \$500 insurance in force at the time of the fire.

The elevators at Belleville, Kan., owned by the Davis-Steele Mercantile Co., were destroyed by fire on August 11, together with about 10,000 bushels of grain. No insurance. The fire is supposed to have originated from a hot box in the machinery.

Thomas Brothers' elevator at Sheffield, Iowa, was destroyed by fire on August 14. The building contained over 7,000 bushels of grain, principally oats, on which there was an insurance of \$500, and \$3,200 on the building. The house will be rebuilt at once.

The Memphis Grain Elevator and the Eagle Mills at Memphis, Tenn., were destroyed by fire September 8. John Dolan, a cooper, was in the elevator when the fire started and was so badly burned it is feared he may die. The capacity of the elevator was 250,000 bushels. The total loss is placed at \$242,000; insurance, \$75,000.

At the Counselman Elevator in Brayton, Iowa, some children were playing on the upper floor on August 16, when David Sorenson, aged 10, fell, or, what is more likely, jumped into the oats bin in fun, and was drawn down and smothered before he could be rescued, as oats were being loaded into cars from that bin at the time.

A. J. Hahn, shipping clerk for the Webster Mfg. Co., Chicago, while on his way to the Santa Fe Elevator on September 8 to pay employes of his firm, was held up by three men, dragged from his wheel, badly pounded over the head and robbed of \$622. Hahn will recover in time, it is thought. One arrest has already been made.

The Central Elevator at Tolono, Ill., was struck by lightning on September 4 and set on fire. It contained 25,000 bushels of corn, 10,000 bushels of oats, and 800 bushels of wheat, all of which was destroyed. The loss is estimated at \$30,000, covered by insurance. The house was leased by Carrington, Hannah & Co. of Chicago and was managed by W. H. Morgan. It will probably be rebuilt.

TRANSPORTATION

A company has been organized at Sioux City to transport grain from that city via the river to New Orleans.

The Baltimore & Ohio road has recently placed an order for nearly 6,000 new freight cars, of which 4,200 are box cars.

The Oregon Short Line will extend its Milford line south 80 miles to Pieche, Nevada, making connection with Ogden and Salt Lake City.

The "Frisco" line has signed a contract to build a branch of their Sapula extension from Luther, Lincoln County, to Guthrie, Ok. Ty., and have cars running by February 1, 1899.

The Canadian Pacific has agreed to comply with the Interstate Commerce Commission's decision, and has restored rates to the basis in effect prior to its late war with American lines.

The Kansas City, Pittsburg & Gulf Railroad will have finished next month its new elevator at Port Arthur, Texas, and will then begin steamship connection with Amsterdam and England.

The Santa Fe railroad is behind a new steamship line, known as the California and Oriental S. S. Co., which will begin sailing in October from San Diego, Cal., to Japan and China, via Honolulu.

It is announced in St. Paul that the Great Northern Road will make large tariff reductions to all points in Minnesota and North Dakota. These reductions will be met by the Northern Pacific road.

Grain rates still held, at September 10, at 1½¢. on corn, Chicago, and 1¼¢ from Duluth to Buffalo, but vesselmen were looking for a ¼¢. advance. Erie Canal rates 2¼¢ to 2½¢ on corn to New York.

Surveyors are laying out a new railroad in Iowa running southwest from Manly Junction, in Worth County, on the Ch. Gt. Western, and Iowa Cent. roads, to Omaha, passing through Jefferson, Audubon, Harlan, etc.

The Fosston branch of the Great Northern road, running due west in Northern Minnesota, from Superior, has been completed and is open to traffic. The road materially reduces the distance from Northwestern Minnesota to the lake, as compared

with the distance to St. Paul, and forms a direct connection of the great wheat fields with Lake Superior ports.

Mackenzie, Mann & Co., the new owners of the Port Arthur, Duluth & Western road, will build the road 40 to 50 miles into Minnesota to tap American lines, and will connect that road with the Rainy River Railway also.

The Grand Trunk road has completed arrangements for steamship sailings from its terminus at Portland, Me., for the winter season, the new line to Liverpool to take the place of the Dominion Line connection. This movement is interpreted as a strong bid for the western grain trade.

Grain shipments will be resumed at Perth Amboy, N. J., loading from Lehigh Valley cars into canal boats and thence into the ocean vessels. It was attempted to float the cars from Jersey City to Brooklyn and unload directly into the ships, but the scheme proved impracticable. A new elevator will be built at Perth Amboy to handle next year's business, the present house being too small.

Concerted movement is being made all along the lakes' route to secure, if possible, by means of the Quebec conference, an abolition of the tolls on the Welland Canal. The only opposition to the movement on the American side comes from Buffalo. The Canadians seem to favor the project, provided their concession is compensated for by substantial concessions on the part of the Americans.

The new grain route from the West to Montreal, via Parry Sound, has already diverted a large tonnage of grain from the all-lake and Canadian canal route, and also from the Erie Canal. The Parry Sound route requires, nevertheless, transshipment of grain at Parry Sound to cars and at Coteau, on the St. Lawrence, to barges for delivery at Montreal. The route is a record beater for time: 6½ days, Chicago to Montreal, and 7 days from Duluth.

The Gulf lines' competition from Kansas City continues to be a disturbing element in the carriage of grain from Kansas City to the export cities, while the Santa Fe and Rock Island roads are carrying large amounts of wheat from Kansas and Oklahoma through Texas to Galveston without touching Kansas City. On September 10 a rate of 12 cents was quoted from Kansas City to the Gulf, a cut of 9 cents, while the rate to Chicago was 15 cents, and Chicago to New York 20 cents, making 35 cents, all-rail in Chicago, or 25 cents lake and rail.

After much negotiation, including a session of the Interstate Commerce Commission at Milwaukee, the Chambers of Commerce of Minneapolis and Milwaukee have adjusted grain and flour rates affecting the business of the two terminals, on the basis of the commission's recommendations. Hitherto the rates have been unfavorable to Milwaukee, but the new tariff is believed to be equitable to both cities. These rates, by agreement of the railroads, will go into effect October 1. It is believed the grain trade of Milwaukee will be materially increased by the arrangement.

The EXCHANGES

The annual picnic of the Merchants' Exchange of Memphis, Tenn., was held at Buchignani's Grove on August 20.

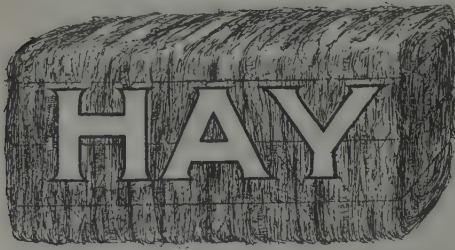
The Corn Exchange Association of Montreal has appointed K. N. McFee to represent it at the meeting of the British Association at Bristol, and the opening of the Cabot Tower memorial.

At a meeting of the Grain Dealers' Association of Minneapolis last month the following were elected as officers: President, George A. Duvigneaud; vice-president, W. A. Freemire; treasurer, James H. McCarthy; secretary, J. F. Swart.

The committee appointed by the Minneapolis Chamber of Commerce relative to arranging for more commodious quarters has made its formal report. The plan of the committee is to use the balance of the lot upon which the chamber stands at a cost of \$18,000 for improvements.

A strong effort was made to get the directors of the Chicago Board of Trade to adjourn over the Saturday preceding Labor Day, but most of the grain receivers took a decided stand against this, and it was defeated at the first meeting and also at the meeting held on the following day to reconsider the question of adjourning.

The nominating committee has named the following as candidates for officers of the Cincinnati Chamber of Commerce: President, W. B. Carpenter; vice-president, B. W. Campbell; treasurer, L. B. Daniel; secretary, George Metzger; directors, J. F. Ellison, W. B. Crail, Charles E. Knaul, J. C. Mulvihill, George Zehler. The annual election occurs on the 13th.



Allen & Dafoe, hay dealers at Crosswell, Mich., are building a warehouse 190 feet long.

During the first six months of 1898 the Argentine Republic exported 420,375 bales of hay.

A. N. Herrett has succeeded E. W. Sherwood as dealer in hay, etc., at Everett, Wash.

Overocker & Hatch, hay commission merchants at New York City, have dissolved partnership.

F. R. Gould's warehouse and a large quantity of hay were burned at Chesaning, Mich., on August 22.

By the burning of S. B. Smith & Co.'s warehouse at Little Rock, Ark., recently, 200 carloads of hay were destroyed.

The wholesale hay, grain and flour business of Geo. C. Brown & Co., at Bath, Me., has been purchased by Harry B. Sawyer.

It is claimed that a large percentage of the hay received at Chicago recently was in a heated condition and difficult to dispose of.

Burglars blew open the safe in the office of G. W. Biles & Co., dealers in hay and grain at Elkton, Md., one night recently, but were frightened away before disturbing the contents.

Albert S. Evans and the firm of Barg & Kleen, well known in the hay and grain trade of San Francisco, have formed a copartnership under the firm name of Barg, Kleen & Evans.

Beckham & Reynolds' wholesale hay and feed storerooms at Kansas City, Kansas, were destroyed by fire on August 30. About 30 carloads of hay and 20 carloads of other feedstuffs were burned. The fire is supposed to have resulted from spontaneous combustion.

A prominent hay dealer of Kansas City said recently: "Hay dealers do not think the war has been a bad thing for them. The influence of the war is felt in the trade, and it has livened it up, for since the war began the government has shipped several hundred tons of hay to the South and West."

The following figures show the amount and value of hay exported annually from the United States to Cuba, commencing with 1892, 2,598 tons, valued at \$41,533; 1893, 3,130 tons, valued at \$54,791; 1894, 5,164 tons, valued at \$87,700; 1895, 2,919 tons, valued at \$43,851; 1896, 5,840 tons, valued at \$85,652; 1897, 3,579 tons, valued at \$49,728.

An exchange gives the following startling information: Any Wisconsin agriculturist out of a job and in possession of a hay press can find lucrative employment in Douglas County meadows for several months. The hay crop this year is so heavy that there isn't room to stack all of it on the land and inquiry has disclosed the fact that there isn't a hay press in Douglas County.

The Hay Receivers' Association of Chicago is debating the desirability of passing a resolution to refuse to honor drafts on hay shipments until the car arrives and is inspected. From the receivers' standpoint the movement is a businesslike and desirable one, as overdrafts are frequent because of the shipper figuring on a higher grade than his hay generally proves to be on inspection. There is a hesitancy on the part of some of the receivers for fear that such a move would cause a loss of business.

The new officers and directors of the National Hay Association, as elected at the last annual meeting, are as follows: President, D. W. Clifton, St. Louis; first vice-president, F. D. Voris, Neoga, Ill.; second vice-president, C. R. Tomlinson, Richmond, Va.; secretary-treasurer, F. F. Collins, Cincinnati; directors, Robert Thorne, Pittsburg; J. A. Menefee, Kansas City; J. A. Heath, Lenox, Mich.; E. A. Lee, Rushville, Ind.; Thomas Fonda, New York; L. W. Dewey, Blanchester, O.; Cyrus H. Bates, Boston; W. R. Breckenridge, Kankakee, Ill.; J. L. Dexter, Detroit; D. S. Miller, Upper Sandusky; Cyrus E. Kinne, Ovid, N. Y.

The Orange Judd Farmer's final report on the 1898 hay crop says: There is apparent a total crop of 68,000,000 tons from an area of 44,000,000 acres, an average yield of 1.55 tons. This may be compared with our '97 estimate of 67,150,000 tons, and the smaller government figures of 61,000,000. The present crop is thus only a little greater in tonnage than last year, but there is a marked difference in the average quality. As shown in our final report

last year, much of the '97 crop was badly field damaged; this year farmers were very generally favored with good weather for hay, not only for the growth and development of the grass, but also at harvest time. As a result there is an unusually large amount of good hay in stack and mow, and liberal quantities now being baled for present and later markets.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending August 20, the receipts were 3,500 tons, against 2,310 tons for the previous week. Shipments for the week were 155 tons, against 50 tons for the previous week. The arrivals of Timothy Hay were large during the week and the demand was sufficient to absorb the offerings. The market for Prairie Hay ruled firm. The receipts were small and the local inquiry was good. Sales of Choice Timothy ranged at \$9.00@9.75; No. 1, \$8.50@9.00; No. 2, \$7.00@8.00; not graded, \$7.00@9.00; Choice Prairie, \$8.00@9.00; No. 1, \$6.00@8.50—outside for Kansas; No. 2, \$5.00@6.00. Rye straw sold at \$5.50@6.00, and wheat straw at \$4.50@5.00.

During the week ending August 27 the receipts were 3,549 tons, against 3,500 tons the previous week. Shipments for the week were 82 tons, against 155 tons the previous week. The market for Timothy Hay was rather dull through the week. The offerings were large and only a moderate local demand existed. The demand for Prairie Hay was good and the offerings were small. A firm feeling prevailed, although prices showed no material change. Sales of Choice Timothy ranged at \$8.00@9.50; No. 1, \$7.50@8.75; No. 2, \$7.00@8.00; not graded Timothy, \$4.75@8.00; Clover Hay, \$4.00@6.50; Choice Prairie, \$7.75@9.00; No. 1, \$7.50@8.25 for Iowa and Kansas; No. 2, \$4.50@5.50. No. 3, \$4.25. Rye straw sold at \$5.50@6.00.

During the week ending September 3 the receipts were 4,114 tons, against 3,549 tons the previous week, while the shipments were 200 tons, against 82 tons for the previous week. Only a moderate demand existed for Timothy and the offerings were heavy. Although a weak feeling prevailed, prices showed no material change. Upland Prairie during the first part of the week was quite firm. The offerings were light and the demand was good. Later the receipts became larger and the demand was less urgent. The market closed weak. Sales of Choice Timothy ranged at \$7.75@8.75; No. 1, \$7.00@7.50; No. 2, \$7.00; not graded Timothy, \$5.00@7.50; Choice Prairie, \$8.00@9.00; No. 1, \$6.50 for state and \$7.00@8.25 for Iowa and Kansas; No. 2, \$5.00@6.50. Rye straw sold at \$5.25@6.00; wheat straw at \$4.00@5.00, and oat straw at \$3.50@4.00.

During the week ending September 10 the receipts were 5,257 tons, against 4,114 tons the previous week. Shipments were 240 tons, against 200 tons for the previous week. A quiet and dull market was experienced throughout the week. The receipts of both Timothy and Prairie Hay were heavy and the local demand was only moderate. There was very little inquiry for shipments and prices ruled weak but not particularly lower. Sales of Choice Timothy ranged at \$7.75@8.50; No. 1, \$6.75@8.00; No. 2, \$6.50@7.00; not graded, \$5.00@7.25; Choice Prairie, \$8.25@9.00; No. 1, \$6.00@8.25—outside for Iowa and Kansas; No. 2, \$5.00@6.00; No. 3, \$4.50@4.75; not graded, \$5.00@5.50. Rye straw sold at \$5.00@6.00; wheat straw at \$4.00 and oat straw at \$2.00 for damaged.

COMMISSION

Cassius M. Paine succeeds Paine Bros. & Co. in the grain business at Milwaukee, Wis.

McLain Bros. & Co. of Chicago recently opened an office at Lincoln, Ill., in charge of E. C. Randolph.

The Woodson-Young Grain Co. has been incorporated at Kansas City, Mo., with a capital of \$7,500.

Henry J. Clark, engaged in the grain commission business at Baltimore, made an assignment last month.

Gallielmus E. James and Jacob Frey of Baltimore, Md., have formed a partnership for the purpose of conducting a general commission business in that city.

T. D. Randall & Co., commission merchants of Chicago, have started out with a very large business this fall, their methods being particularly satisfactory to all their customers.

Armour & Co. of Chicago are now represented in Milwaukee by the firm of Watkins & Anderson, where, right from the start, they will control the largest storage capacity of that city.

Theo. Schwarz, receiver of the brokerage firm of D. Eggleston & Son Co., which failed in Chicago in 1893, expects to pay a dividend of 15 per cent

from cash now on hand. The liabilities were over \$600,000.

William Ettlinger, a large grain buyer of San Francisco and Portland, has opened offices in Tacoma, Wash.

The firm of Morgan & Pollock at Des Moines, Iowa, has been dissolved. Mr. Morgan takes the cash grain and track-buying business.

W. G. Irwin and John A. Cochran, both well known on the Cincinnati Chamber of Commerce, have formed the firm of W. G. Irwin & Co.

The Frank L. Miller Grain Co. was incorporated recently at Kansas City, Mo., by J. L. Messmore, Frank L. Miller and Alice Miller. Capital, \$2,000.

The Roe-Caswell Grain Co. has been formed at Detroit by J. B. Roe and H. F. Caswell, the latter being from Portland, Mich. They will commence business on the Exchange about October 1.

Court Decisions

Warehouseman's Liability—Consignment.

The Kentucky Court of Appeals held, in the recent case of Irwin vs. Phelps et al., that a warehouseman must pay the proceeds of a sale of tobacco, after deducting proper charges, to the admitted consignor or to someone authorized to receive them, and that it is no defense to disclaim personal acquaintance with the consignor or to assert that the tobacco was not consigned to him for sale, or that it was negligently delivered to him by the railroad company or that he had paid over the proceeds in good faith to a party representing himself to be the owner.

Warehouse Insurance—Damages.

The Supreme Court of Georgia held, in the recent case of The Savannah Steam Rice Mill Company vs. Hull et al., that where a warehouse in which goods are stored is burned and insurance companies which had issued policies upon the goods pay the owners thereof the full amount of the policies and under an option in the contracts of insurance, take possession of the damaged property, removing such parts as are salable and disposing of them and allowing the unsalable parts to remain on the premises, and the warehouseman is required by the municipal authorities of the city in which the warehouse is located to remove the goods remaining on the premises, no equitable lien arises in his favor against the fund realized from the sale of the goods removed by the insurance companies for the expense incurred by him in removing such as were valueless and unsalable.

Cotton Futures—Margins—Brokers.

In the case of Robinson et al. vs. Crawford, recently decided by the Appellate Division of the New York Supreme Court for the First Department, and reported in the New York Law Journal, it appeared that the appellant had been speculating in cotton futures through the respondents as his brokers. On October 17, 1895, he had a credit balance of several thousand dollars in their hands. He wished to employ this balance as a margin in the same character of transactions, and instructions were given by him to his brokers to do so. On each of his previous transactions he had received a memorandum from the respondents corresponding with a particular memorandum sent to him after the transactions resulting in the claim in suit. This memorandum contained the following clause in small print: "It is further understood that on all marginal business the right is reserved to close transactions at our discretion when margins are near exhaustion without further notice." The court held that the right so reserved to the brokers was by the course of the business thoroughly understood by the appellant, and became part of the contract by which the respondents were employed to make the transactions in question on or about October 17, 1895, the respondents having closed those transactions in default of the deposits of further margins, resulting in a debit balance of three thousand and odd dollars. The court held that the appellant was liable under an implied promise to pay such balance. The court said: "It is suggested that there was no promise made that the appellant would pay any losses incurred upon closing out the transactions, but such a promise is implied. It was held in Bibb vs. Allen (149 U. S. 482) that where a broker was employed to sell property for future delivery a promise is implied on the part of the principal to repay or reimburse the broker for losses or expenditures necessitated by or resulting from the performance of the employment. The losses in this case were settled and adjusted in accordance with the rules of the Cotton Exchange. The appellant was not ignorant of the method by which such losses were settled or adjusted, and there was an implied promise on his part to make the losses or liabilities of the brokers resulting from the transactions good to them."

Late Patents

Issued on Aug. 9, 1898.

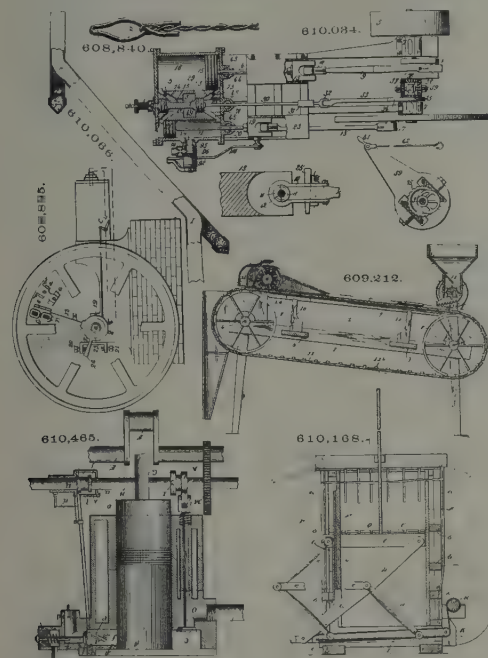
Bale Tie.—Fred. H. Daniels, Worcester, Mass. No. 608,840. Filed April 18, 1898. See cut.

Generators for Electrical Igniters.—Benj. McInerney, Omaha, Nebr., assignor to the McInerney Mfg. Co., same place. Nos. 608,895 and 608,896. Filed March 30, 1898. See cut.

Sack Sewing Machine.—Nicholas F. Becker, Cincinnati, O., assignor to Charles Dickinson, Chicago, Ill. No. 608,639. Filed March 1, 1897.

Issued on Aug. 16, 1898.

Grain Separator.—George W. Richardson, Sparta, Wis. No. 609,212. Filed Nov. 11, 1897. See cut.



Grain Separator and Cleaner.—Edgar L. Lixler, Delta, O. No. 609,091. Filed Feb. 25, 1897.

Issued on Aug. 30, 1898.

Bale Tie.—Douglass M. Campbell, Houston, Texas, assignor of one-fourth to Sinclair Taliaferro, same place. No. 609,872. Filed Jan. 27, 1898.

Grain Clute.—Fred Kuser, New York, N. Y., assignor of one-half to Raymond L. Ward, same place. No. 610,066. Filed Feb. 17, 1898. See cut.

Gas Engine.—Allen H. Dingman, De Haven, Pa., assignor of one-half to James Amm, Buffalo, N. Y. No. 610,034. Filed June 25, 1897. See cut.

Issued on Sept. 6, 1898.

Baling Press.—Peter K. Dederick, Londonville, N. Y. No. 610,168. Filed Feb. 3, 1897. See cut.

Explosive Engine.—Alex. Winton, Cleveland, O. No. 610,465. Filed Sept. 18, 1897. See cut.

Grain Separating Machine.—Clarence E. Culver, Cashton, Wis. No. 610,432. Filed Jan. 11, 1898.

RECENT SALES OF ELEVATOR MACHINERY.

The following is a partial list of sales of elevator machinery made by the Barnard & Leas Mfg. Company, Moline, Ill., during the month of August:

ILLINOIS: Weller Mfg. Co., Chicago, one No. 1 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner. Fairbanks, Morse & Co., Chicago, one No. 1 Cornwall Corn Cleaner. Webster Mfg. Co., Chicago, one No. 2 Little Victor Corn Sheller and Cleaner, one No. 1 Little Victor Corn Sheller and Cleaner, one No. 1 Victor Corn Sheller. Chas. Kaestner & Co., Chicago, one 2,000-bushel aspirator. Frost Mfg. Co., Galesburg, one No. 1 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner.

INDIANA: Liberty Gas Co., Liberty, one No. 34 Special Grain Separator.

IOWA: St. Paul & Kansas City Grain Co., Charter Oak, one No. 1 Victor Corn Sheller, one No. 1 Cornwall Corn Cleaner. Des Moines Mfg. & Supply Co., Des Moines, one No. 1 Little Victor Corn Sheller and Cleaner. J. & A. G. Schmidt, Holstein, one No. 33 Barnard Special Grain Separator.

LOUISIANA: C. B. Lake & Co., West Lake, one No. 3 Special Rice Separator, one 40x12 rice reel. Phillip Rahm, New Orleans, one No. 2 Barnard Suction Fan. S. P. Kingry, Lake Charles, one No. 31 Special Rice Separator.

MANITOBA: Waterous Eng. Works Co., Winnipeg, three No. 36 Barnard Special Grain Separators, one No. 37 Barnard Special Grain Separator.

MINNESOTA: Townline Creamery Assn., Ada, one No. 1 Willford Three-Roller Mill.

MICHIGAN: Rockafellow Grain Co., Carson City, one No. 2 Little Victor Corn Sheller and Cleaner.

NEBRASKA: Seeley, Son & Co., Fremont, one No. 1 Victor Corn Sheller, one No. 1 Cornwall Corn Cleaner.

NEW YORK: Huntley Mfg. Co., Silver Creek, one No. 2 Victor Corn Sheller.

OHIO: Phillip Smith, Sidney, O., two No. 32 Special Grain Separators, one No. 2 Victor Corn Sheller.

OKLAHOMA: W. W. Lockwood, Kingfisher, one No. 36 Special Grain Separator.

SOUTH CAROLINA: Cameron, Barclay & Co., Charleston, one No. 32 Special Rice Separator.

PRESS COMMENT

WE WON'T.

We think America has entered upon a period of prosperity, which will last for years if no great folly is committed.—London Statist.

HOPELESS TASK.

To "hold your wheat" effectually in the matter of regulating prices, you must get the co-operation of Russia, India, South America and Australasia, to say nothing of Central Europe.—Chicago News.

BUILDING WAREHOUSES.

From almost every hamlet, town and city in Eastern Washington come reports of the erection of new grain warehouses this season. Not in many years has the capacity for storing grain in the interior shown so marked an increase.—West Coast Trade.

IRRESPONSIBLE COMMISSION MEN.

Many of these shady people go just as far as the law will allow, taking advantage of innocent shippers, who have scant recourse. Something more than a fair bank rating is necessary to insure satisfactory returns. Do not ship to strangers unless you have every reason to know they are all right.—Orange Judd Farmer.

SLOW MARKETING.

As a further indication of this feeling on the part of farmers, elevator companies and other grain buyers throughout the interior, it is noted that farmers are not selling very freely even of the wheat they deposit in country elevators, but take storage tickets for it, even in the face of a premium of several cents a bushel for cash wheat above the price of futures.—Minneapolis Market Record.

CANADA'S BIG WHEAT BELT.

Grouping together, it is not too much to claim that the wheat belt of Canada averages at least 500 miles in width by 2,000 in length, a greater stretch than any other part of the world, except Russia and Siberia, possesses. The bulk of this tract of land lies west of Lake Superior, the barren lands north of that lake cutting the fertile portion of the Dominion into two distinct parts.—Los Angeles Times.

UP TO SNUFF IN TOLEDO.

Some very smart wheat shippers to this market put into the cars first a few inches of smutty wheat and cover it with four or five hundred bushels of good sweet wheat. This little game is a failure. Our inspectors detect it, and under their instructions the entire contents of the cars is graded smutty. It is a losing business, and is one more proof of the truth of the maxim that "honesty is the best policy."—Toledo Market Record.

SEATTLE WANTS PART CREDIT.

The "American Elevator and Grain Trade," in its extended notice of the largest wheat cargo that left the North Pacific Coast last season, should have stated that the steamship Alcoa took 152,700 centals at the Seattle elevator, value \$206,145, and 73,505 centals at the Tacoma elevator, value \$105,855, making the cargo 226,202 centals, valued at \$312,000. She was loaded by Balfour, Guthrie & Co. for Marseilles.—Seattle Trade Register.

THE DIFFERENCE.

We have been asked by a subscriber in a somewhat sarcastic way to define the difference between the Corn Exchange and a bucket shop, and in reply would say it is as great as that between a genuine dollar bill and a counterfeit. The former is the guild whereon legitimate business in flour, grain and provisions is transacted, and speculative contracts entered into and carried out. The latter is a resort or miniature exchange in which legitimate

quotations are used to gamble with, or in other words, a place where people meet to bet on the immediate fluctuations of the grain and provision markets of the Chicago Board of Trade, or the securities of the New York Stock Exchange, without any reference to trading, or carrying out of legitimate responsibilities.—Montreal Trade Bulletin.

NEW YORK'S NEW GRADES OF WHEAT AND OATS.

New York Produce Exchange rules governing the grading of wheat and oats have been amended to read as follows:

The grade of No. 2 red winter wheat to read as follows: No. 2 red winter wheat shall be sound, dry and reasonably clean, weighing not less than 58 pounds, Wincheser standard, and shall not contain over 10 per cent white wheat. Note.—The grades of Northwest wheat are to include such wheats as are grown in the Northwest, and to correspond as far as practicable in color and general character with the Milwaukee grades.

The grade of No. 2 white clipped, No. 2 clipped and No. 3 clipped oats to read as follows: No. 2 white clipped oats shall be reasonably sound, reasonably clean and free from other grains, but may be stained, weighing not less than 34 pounds to the measured bushel. No. 2 clipped oats shall be reasonably sound, reasonably clean, and reasonably free from other grain, weighing not less than 32 pounds to the measured bushel. No. 3 clipped oats shall be fairly sound, reasonably clean and reasonably free from other grain, weighing not less than 28 pounds to the measured bushel.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, Box 3, "American Elevator and Grain Trade," Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

LINE OF ELEVATORS FOR SALE.

These elevators are admirably situated and in excellent repair. They are handling a large and lucrative trade and will easily pay for themselves in 2 or 3 years. The price is right and the terms are liberal. For particulars correspond with

A. J. NEWELL, Supt., Ottawa, Ill.

ELEVATOR FOR SALE OR TRADE.

Will sell, or trade for a good farm, my elevator well supplied with the necessary machinery for shelling, cleaning, grinding and handling all kinds of grain. Located in the heart of the corn belt. Address

W. J., Box 6, "American Elevator and Grain Trade," Chicago, Ill.

ENGINE AND MACHINERY FOR SALE.

For sale, one 65-horse power Mansfield Steam Engine; little worn; good as new; cylinder 16x24. Band wheel, 9 ft. diam., 18-in. face. Also one Odell Purifier in good condition; or, will exchange for a 3-high 9x24 feed mill, round or centrifugal reels, sieve scalper or other machinery. Address
WOODWARD & MICHAEL, Urbana, Ohio.

ROOFING AND SIDING.**The Garry Iron and Steel Roofing Co.,**

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES

Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

Write us for Catalogue and
Low Prices on *best*

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio

GUARANTY STORAGE WARRANT COMPANY.

Capital and Surplus, \$225,000.

OFFICES:

No. 189 LA SALLE ST. (CALUMET BLDG.), CHICAGO.

STORAGE WARRANTS

Which are Used for Purposes of Sale or Collateral, Issued on

Wheat, Oats, Corn, and Mill Products,

Contained in Owners'

ELEVATORS, WAREHOUSES AND CRIBS.

These Storage Warrants (sometimes called Warehouse Receipts), are used to secure loans and to facilitate the sale and delivery of the property they represent. They are especially well adapted to the grain trade where grain is carried at local railway stations and junction points; the property remaining where stored at nominal cost until price satisfactory to the warrant holder can be secured.

Write for Grain Dealers' Circular.

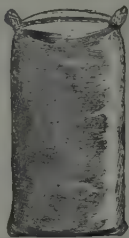
Golf Suits or Swell Clothes

May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lakes and country resorts in Wisconsin. Oconomowoc, Waukesha and Delevan are among the list. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette—with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lake Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

**GRAIN BAGS—BURLAPS.**

*All kinds of Bags,
New and Second Hand.*

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO.

E. R. Ulrich & Sons,
SHIPPERS OF
WESTERN GRAIN,
ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

M. F. BARINGER,

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

Pratt-Baxter Grain Co.,

TAYLORVILLE, ILL.

Stations on Wabash Railway.

SHIPPERS OF WHEAT, CORN AND OATS.

Specialty of White and Yellow Corn,
Fresh from Farmers.

Max Lubliner & Co., Antwerp, Belgium.
Max Lubliner, Ghent, Belgium. Established in 1879.

GRAIN DEALERS AND AGENTS.

Deal both with merchants and large mills in the interior, in wheat, corn, barley, buckwheat, flaxseed, oil cakes, bran, etc. Are obtaining generally the best prices in their market. Advances on consignments.

Rosenbaum Brothers,
COMMISSION MERCHANTS

Receivers and Shippers.

GRAIN AND SEEDS.

ROOM 77 BOARD OF TRADE BUILDING,
CHICAGO.

T. D. RANDALL. ESTABLISHED 1852. GEO. S. BRIDGE.

T. D. Randall & Co.,

GENERAL COMMISSION MERCHANTS.

GRAIN, HAY AND FLOUR.

Special attention given to supplying millers with good milling wheat.

219 South Water Street, CHICAGO.

COMMISSION CARDS.

B. WARREN.

B. WARREN JR.

WARREN & CO.,
Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,

Peoria, Ill.

F. W. RUNDELL.

ESTABLISHED 1877.

J. E. RUNDELL.

W. A. RUNDELL & CO.

We buy, delivered Toledo, or f. o. b. your own track, always paying highest market prices. We also give personal attention to consignments. We were brought up in the business. If you are a consignor send your shipments to us. We guarantee you as good satisfaction as you can get anywhere, and at the lowest possible rates.

Correspondence solicited. Ask for daily market letter.

.....Room 4 Produce Exchange, Toledo, Ohio.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

2 1-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

I want a good Corn Account.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .



F. H. PEAVEY & CO.,

GRAIN RECEIVERS.

Minneapolis,

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

LEMAN BARTLETT.

O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

Consign Your Grain and Seeds

— TO —

WARE & LELAND,

COMMISSION MERCHANTS,

234 La Salle Street, - - CHICAGO.

Orders for future delivery executed on margin.

Edward G. Heeman in charge of Receiving Department.

COMMISSION CARDS.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,
HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

PITTSBURG, PA.

A. G. TYNG, JR.

D. D. HALL.

TYNG, HALL & CO.,

Grain and Commission Merchants

ROOMS 33 AND 35 CHAMBER OF COMMERCE,

Peoria, Illinois.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,

GRAIN,

417-418 Rialto Building, CHICAGO.

McKNIGHT & CO.,

Grain Commission Merchants,

ROOMS 23-245 DISPATCH BUILDING,
COLUMBUS, OHIO.

CORRESPONDENCE SOLICITED.

A. R. CLOUGH,

MILLER'S AGENT,

GRAIN AND MILL FEED,

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct.
I want a good Toledo corn account.**ARMOUR & CO.,**205 LA SALLE STREET,
CHICAGO.

GRAIN BUYERS AND DEALERS.

Bernier & Company,

WHOLESALE DEALERS IN

GRAIN, FLOUR AND SEEDS,

St. Hyacinthe, Quebec, Canada.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

DANIEL P. BYRNE & CO.

SUCCESSORS TO

Redmond Cleary Commission Co.

Established 1854.

Incorporated 1887.

Grain, Hay and Seeds,

Chamber of Commerce, ST. LOUIS, MO.

E. L. ROGERS & CO.,ESTABLISHED
1863.**COMMISSION
MERCHANTS,**

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,**358 Bourse Building, PHILADELPHIA, PA.**

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.**COLLINS & Co.,****STRICTLY COMMISSION****Grain, Hay and Mill Feed.****CINCINNATI, OHIO.**

CORRESPONDENCE SOLICITED.
SAWYER GRAIN CO.
COMMISSION MERCHANTS.
MINNEAPOLIS & DULUTH.
PROMPT SERVICES.

COMMISSION CARDS.**L. F. Miller & Sons,**

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

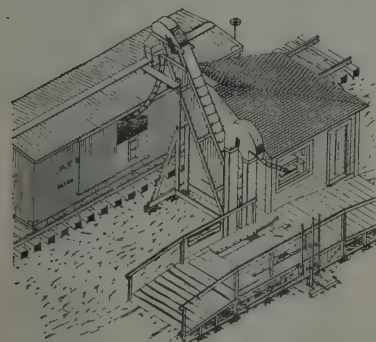
ELEVATOR AND WAREHOUSE GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.**GEO. N. REINHARDT & CO.**

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.**SAMUEL R. BACKUS****& CO.**If you wish to Buy, Sell or
Consign, write to us.
Will make track bids.
Advance on Consignments.**Locations for Industries at Chicago.**Industries located on the line of The Belt Railway Co. of Chicago, are afforded unequal switching facilities and the advantage of connecting with all Chicago railroads. They have the benefit of competitive rates and an abundant supply of cars for shipments at all times. Parties contemplating the establishment of industries in the vicinity of Chicago are invited to communicate with the undersigned, who will promptly furnish full information in regard to location, switching rates, car supply, etc. **B. Thomas, P. & C. Mgr., Dearborn Station, Chicago.****OUR PORTABLE DUMP, CLEANER AND ELEVATOR.****THE NEWEST THING OUT.**Compact, Strong, Efficient Capacity
600 Bushels Per Hour.**Western Elevator Construction Co.,**
CONWAY, KANSAS.**Knowledge is Horse Power.****FEATURES OF****Modern Machinery****FOR SEPTEMBER.**

Influence of the War on our Foreign Trade in Machine Tools. By J. A. Johnson, President of the Gisholt Machine Co.

Three Papers on Technical Education.
I. The Technical School System of Germany.II. The Rose Polytechnic Institute. By Dr. Thomas Gray, Vice-President and Director of Mechanical and Electrical Engineering Departments. (Illustrated).
III. Manual Training in New Haven. By W. H. Wakeman. (Illustrated).

The Theory and Practice of Artificial Refrigeration. (First Article.) By A. J. Wallis-Taylor.

Explosive Projectiles. Lieut. Badt makes some observations on the Maxim Aerial Torpedo and also on the Projectile described in our August issue.

The Industrial Northwest. Random Notes of a "Modern Machinery" representative in a trip over the C. M. & St. P. (Illustrated).

Work of a New Dredge. It is said to handle from 500 to 1500 cubic yards of material every ten hours. (Illustrated).

The Series of Articles on Rotary Motors, by W. E. Willis; on Gas Producers and the Future of the Gas Engine, by A. Bennett; on Steam Fitting in the Power Plant, by W. H. Wakeman, are Continued.

The Knowledge You Need in Your Business You Will Find in "Modern Machinery Hall," in which is Displayed New Machinery being brought out all over the world, with the merits claimed and the address of the manufacturers.

Price: PER YEAR, \$1.00.
PER COPY 10c.AGENTS
WANTED

For Sale by Newsdealers.

Modern Machinery Publishing Co.
CHICAGO.**SPEAK QUICK**

If you want a copy of

**Cawker's American
Flour Mill and Elevator
Directory.**We have only a few copies left.
These we are selling at \$3.50;
former price \$10.

Postpaid on receipt of price.

MITCHELL BROS. CO.,

184 and 186 Dearborn St., Chicago, Ill.

\$50.00 Reward for First Notice of any Infringement.

Paine-Ellis Grain Drier Co.

53 CHAMBER OF COMMERCE,

Milwaukee, Wis.

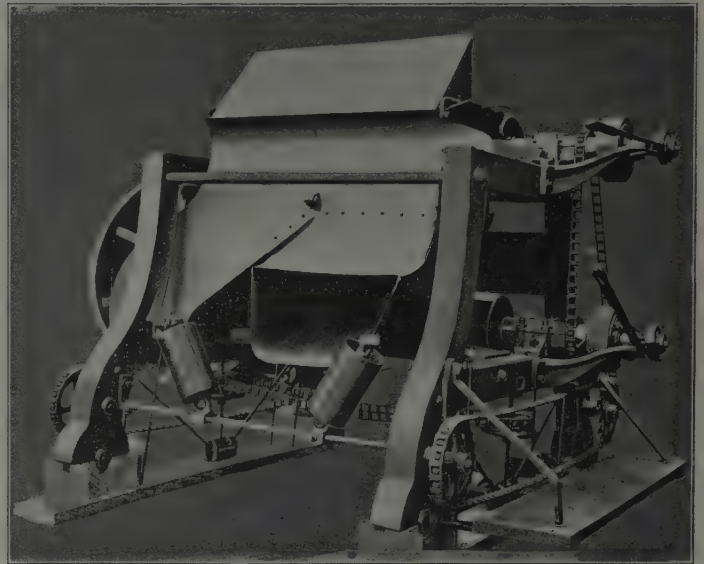
To meet the wants of Elevator Men who need a small Drier capable of handling from 1,000 to 1,500 bushels of damp and musty grain in 24 hours, we have put on the market a complete machine which occupies but little room and can be installed at small expense.

All that is required to operate the Drier is a 10 to 15 H. P. Boiler, and in most cases the exhaust steam from the engine driving the elevator will furnish all the heat necessary, so that about 5 H. P. to operate the fan will be all the additional power required.

The cost of this machine, f. o. b. cars here, is \$650, and we furnish an expert to install the plant free of charge, you simply paying the freight and expense of making connections, and in most cases this will not exceed \$35 to \$50.

The operation and capacity of the Drier *are guaranteed*, and we ask no pay until this is satisfactorily demonstrated.

PAIN-ELLIS GRAIN DRIER CO.



Split Discharge, Self-Propelling Tripper, as installed in Hoosac Tunnel Elevators.

Send for Catalogue B6 of

Complete Line of Grain Elevator Machinery and Appliances

AND COMPLETE COMPLEMENT OF

Power Transmission Machinery.

The Most Modern and Successful Machinery for Grain Elevators.

Correspondence Solicited.

DODGE MANUFACTURING CO.,
Mishawaka, Indiana.

BRANCH HOUSES:

NEW YORK, 43-45 Dey St. BOSTON, 137-139 Purchase St. CHICAGO, 166-174 South Clinton St.

THE

INCLINE ELEVATOR and DUMP



The farmer furnishes the power. Less than one-half the investment and one-quarter the expense of operating an ordinary elevator. Unexcelled for convenience and economy in handling ear corn as well as shelled grain, etc. It successfully competes with belt elevators. Grain for shipment is handled in the shipping bins while ear corn, oats, etc., are cribbed in the patent storage below.

The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and circulars.

H. KURTZ & SON, GREENFIELD, IOWA.

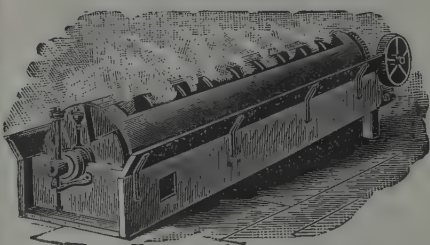
SEEDS

THE ALBERT DICKINSON CO.

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass, Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn, Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK & SIXTEENTH STS., CHICAGO, ILL.

DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



By using our
STEAM DRYER,

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

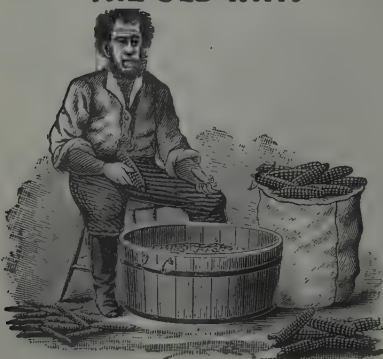
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

THE OLD WAY.



For NEW and BEST Way

ADDRESS

UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

"RACINE" Gas and Gasoline Engines.

Especially adapted for operating Grain Elevators.

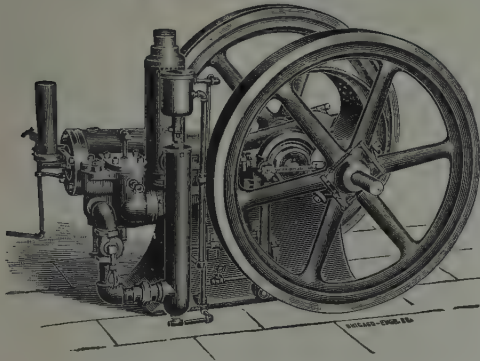
Both Hot Tube and Electric Spark Ignition with each Engine.

Racine Engines are the result of over ten years' experience in the manufacture of Gas and Gasoline Engines, and embody only such methods and devices as are known to be the best for the purpose.

SIMPLE IN CONSTRUCTION AND OPERATION. EXTREMELY ECONOMICAL.

Write for Catalogue A and Net Prices

RACINE HARDWARE CO.,
RACINE, WIS.

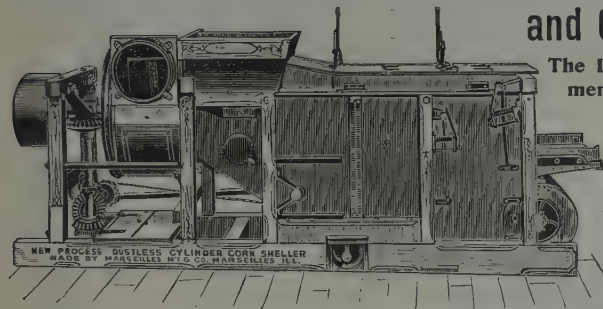


THE NEW PROCESS DUSTLESS WAREHOUSE CORN SHELLERS and CLEANERS.

The Latest Improvements in Shellers and Cleaners.

Specially built for Mills and Elevators.

Catalogue Free.



A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn, Cobs Left in Good Shape for Fuel, no Waste of Grain or Power.

We make over 100 styles and sizes of Corn Shellers and can meet all demands. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.

INSURANCE

ON GRAIN ELEVATORS AND CONTENTS

Is furnished at cost by the MILLERS' MUTUAL INSURANCE CO., of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 22 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1st, amounted to \$622,367; net cash surplus \$444,968.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to its required standard you cannot afford to insure in any other company.

W. L. BARNUM, Secy.

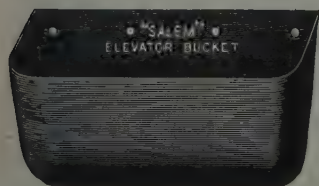
A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month.



Send for Prices to

H. SANDMEYER & CO.,
PEORIA, ILL.

NEVER A PEER

The Salem Bucket has had imitators, but never an equal. The most ever claimed by competing buckets is that they "are as good as the Salem."

We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparably the

BEST BUCKET MADE.

The BEST is what you want. It is the cheapest and most satisfactory in the end. Besides, the Salem is sold as low as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

THE W. J. CLARK CO., Salem, Ohio, U. S. A.

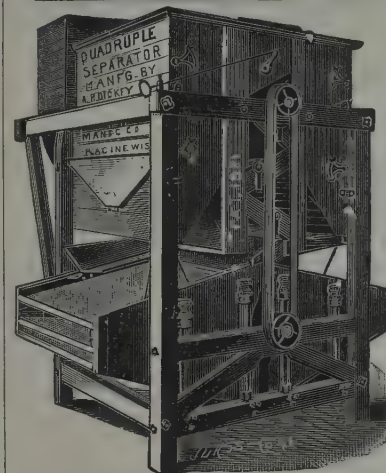
THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

Over-Blast Suction Separator.

THE STANDARD IN THEIR LINE.

"Grain Cleaned to a Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suction, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
RACINE, WIS.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

Now in Successful Operation at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

James Stewart & Co.,

ENGINEERS AND
CONTRACTORS FOR

Frame or Steel GRAIN ELEVATORS,

Railroad Work and Heavy Structures.

WE ALSO DESIGN AND BUILD PNEUMATIC  FLOATING ELEVATORS.

St. Louis and Buffalo.

We have built every elevator in New Orleans and Galveston. Also every elevator on the remaining Gulf Coast excepting one small one within the past twenty years.



306 to 310 Corn Exchange,
Minneapolis, Minn.

Designer
and
Builder of
Grain
Elevators,
Coal Docks,
Etc.

Before
Contracting,
see our
New Method of
Fireproof
Construction.

D. A. ROBINSON

OFFICES: { Auditorium Annex, Chicago, Ill.
1039 Lumber Exchange, Minneapolis, Minn.



DESIGNER AND BUILDER OF

Grain Elevators, Malt Houses

AND ALL KINDS OF HEAVY CONSTRUCTION.

Patent System of Independent
Leg Rope Drive.

Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper

SEELEY, SON & CO.,

Fremont, Neb.



Architects and Builders

OF ALL KINDS OF

GRAIN ELEVATORS.

WITH WHICH THIS PUBLICATION IS PRINTED
IS MADE BY THE
THE INK QUEEN CITY PRINTING INK CO.
SOUTH ST. CINCINNATI, O.

WM. GRAVER TANK WORKS

MANUFACTURERS AND BUILDERS OF

Steel Storage Tanks

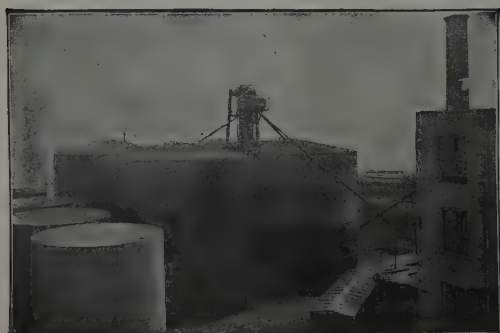
AND

STEEL ELEVATORS.

We Build Storage for Any Commodity
of Any Capacity.

GENERAL OFFICES:

790 OLD COLONY BUILDING, - CHICAGO.



GEO. M. MOULTON,
President.

W. C. ENGLER,
Secretary.

J. M. WITHERSPOON,
Superintendent.

MOULTON-STARRETT CO.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

GRAIN ELEVATOR CONSTRUCTION.

Architects and Builders of
Frame and Steel Grain Elevators.

THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



A Few Elevators Built by Us. Bu. capacity.
Portland El. Co., Portland, Me. 1,000,000
Maple Leaf Elevator, Kansas City, Kan. 1,000,000
Burlington Elevator, St. Louis. 1,300,000
Interstate Elevator Co., Minneapolis. 1,000,000
Northern Grain Co., Manitowoc, Wis. ... 500,000
W. W. Cargill, Green Bay, Wis. 500,000
Vigo Elevator Terre Haute, Ill. 500,000
Belt Line Elevator Co., Superior, Wis. 2,500,000
Superior Terminal El. Co., Superior, Wis. 2,500,000
F. H. Peavey & Co., Minneapolis No. 1. 1,750,000
F. H. Peavey & Co., Minneapolis No. 2. 500,000
Atlantic Elevator Co., Minneapolis. 600,000
Empire Elevator Co., Minneapolis No. 1. 600,000
Empire Elevator Co., Minneapolis No. 2. 500,000

WRITE US FOR ESTIMATES.

604 CORN EXCHANGE, MINNEAPOLIS, MINN.

CHICAGO OFFICE, 541 ROOKERY.

WHEN YOU WANT
Elevator or Mill
Supplies,

Cleaning Machines,
Feed Mills,
Corn Shellers,
Engines and Boilers,
Gasoline Engines,
Horse Powers,

WRITE TO

GREAT WESTERN MANUFACTURING CO.

General Office and Factory, LEAVENWORTH, KAN.

Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.

SEND FOR OUR ILLUSTRATED CATALOGUE.

Macdonald Engineering Company, CONTRACTING ENGINEERS

Designers and Builders of Wood and Steel

GRAIN ELEVATORS

Any Capacity.

1454, 1455 and 1456 Monadnock Block, Chicago, Ill.

E. LEE HEIDENREICH,
Consulting Engineer.

DESIGNER AND
ARCHITECT FOR

GRAIN ELEVATORS

In Wood, Steel or Cement Construction.

ESTIMATES FURNISHED.
FIRE LOSSES ADJUSTED.

541 ROOKERY,
CHICAGO.

JOHN S. METCALF & CO., ENGINEERS,

GRAIN ELEVATOR BUILDERS,

1075 W. FIFTEENTH STREET, CHICAGO, ILL.

During the past eighteen months the following elevators have been designed and constructed under our supervision and by us, making a total capacity of over 6,000,000 bushels:

Grand Trunk Elevator, Portland, Me.	1,000,000
Export Elevator, Buffalo, N. Y.	1,000,000
J. R. Booth Elevator, Parry Sound, Canada	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000

TROMANHAUSER BROS.,

Architects, Contractors, and Builders of

GRAIN ELEVATORS,

Country, Transfer, Mixing, Marine, and
Terminal Storage Elevator Plants.

PLANS SUBMITTED AND ESTIMATES FURNISHED.

616 CORN EXCHANGE, MINNEAPOLIS, MINN.

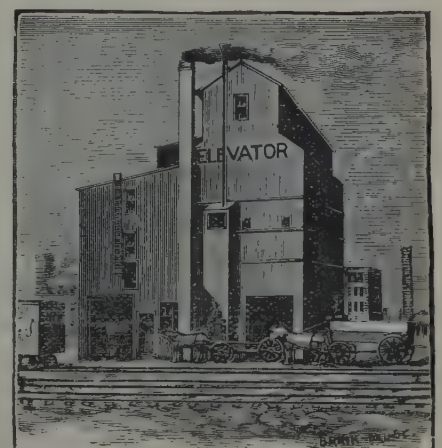
Western Engineering and Construction Co.,

Designers and Builders of

Grain Elevators.

Contracts taken for all kinds of heavy
work. Estimates furnished
if desired.

525-527 UNITY BUILDING.
79 AND 81 DEARBORN ST.
CHICAGO.

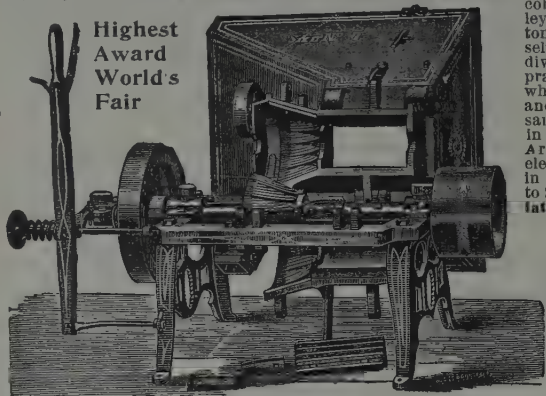


THE BEST ALL-AROUND FEED MILL

The conical burrs give large capacity with moderate power. Ahead of rolls or burrs in speed and quality of work for grinding all kinds of grain into first-class feed. Will crush corn and cob and grind oats, rye, barley, wheat, shelled corn, cottonseed, oil cake, etc. Has self-feeder for ear corn. The divided hopper makes it practical to grind oats, wheat or other small grain and crush ear corn at the same time, mixing the two in any proportion desired. Are sold with or without elevator attachment. Made in six sizes, ranging from 2 to 25 horse power. Get our latest circular.

Gold Medal Atlanta Exposition.

Highest
Award
World's
Fair



YES, We make
"Ready Dressed"
MILL COGS
and Bowsher's Speed
or Motion Indi-
cator and
Superior Hard Maple
Conveyor Flights.

THE N. P. BOWSHER CO., South Bend, Ind.

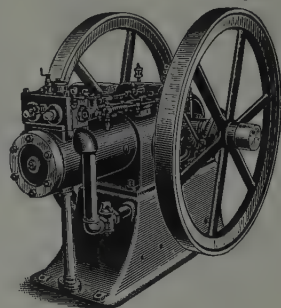
The Dayton Gas and Gasoline Engine

LEADS ALL OTHERS IN

Simplicity,
Economy
and Durability.

SIZES FROM 4 to 50 HORSE POWER.

For Particulars Address



The Dayton Globe Iron Works Co.,

DAYTON, OHIO.

Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

SPECIALTIES FOR MILLS AND GRAIN
ELEVATORS.

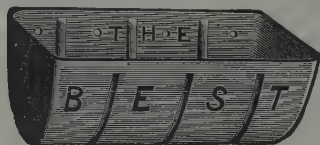
GENERAL MACHINISTS,

127, 129, 131, 133 West Washington St.

CHICAGO.

CALDWELL
STEEL CONVEYOR.

Manufactured exclusively by us at Chicago, with latest improvements.



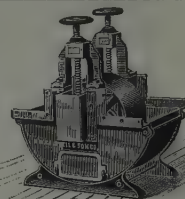
CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COWSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



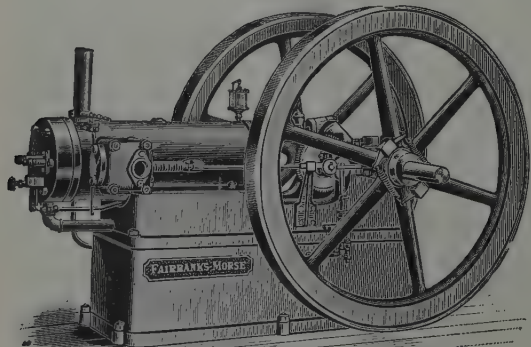
FAIRBANKS-MORSE Gasoline Engines

.. ARE LIKE ..

FAIRBANKS SCALES,
Standard,
Durable,
Reliable.

Thousands of the Scales and hundreds of the
Engines are used by the GRAIN TRADE.

FAIRBANKS, MORSE & CO.,
CHICAGO.



St. Louis, Minneapolis, Cincinnati, Cleveland, Kansas City, Indianapolis, Louisville, Omaha,
Portland, Ore., St. Paul, Denver, San Francisco, Los Angeles.

Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.

JEFFREY




Roller, Steel and Special Chains.

ELEVATORS



CONVEYORS



THE JEFFREY MFG. CO.
Columbus, Ohio.

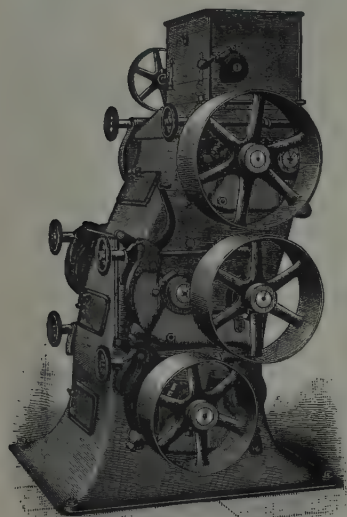
41 DEY STREET,
NEW YORK.
Send for Catalogue.

NORDYKE & MARMON CO., Indianapolis, Ind.,

FLOUR, CORN AND ELEVATOR MACHINERY.

QUALITY TO SUIT THE MOST EXACTING.

PRICES TO SUIT THE TIMES.

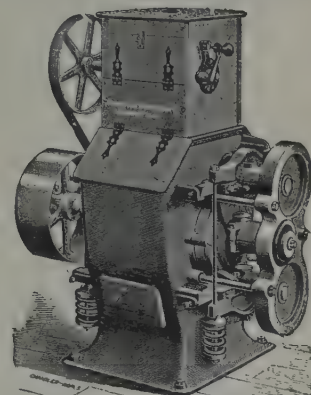


Three Pair High Six Roller Mill.

Corn Shellers,
Grain Cleaners,
Flour and Bran Packers,
Flour Feeders and Mixers,
Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
Scales,
Shafting,
Pulleys,

Elevator Supplies.

Hangers,
Boxes,
Gearing
Belting,
Steel Conveyors,
Wood Conveyors,
Link Belt,
Sprocket Wheels,
Engines and Boilers,
Water Wheels,



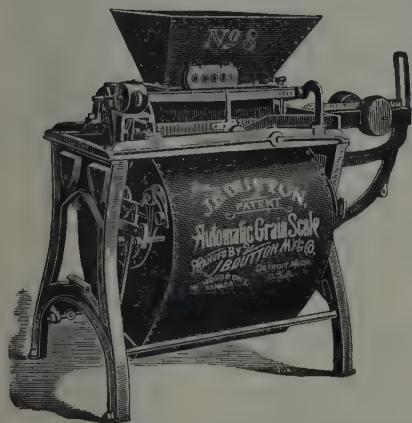
Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

WRITE US, SAYING WHAT YOU WANT.

NORDYKE & MARMON CO., - INDIANAPOLIS, IND.



J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.

SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.

Grain Dealers' and Shippers' Gazetteer

FOR 1897-98.

Containing Official Lists of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants Located on all the Principal Railroads in the United States and Canada.

WITH GRADING AND INSPECTION RULES OF LEADING MARKETS.

If you do business with these classes of business men you must have a list of some kind. This is handy and cheap. Large octavo, 266 pages, bound in cloth. Price.....
Sent postpaid on receipt of price.

\$2.00

MITCHELL BROS. CO., 184-186 DEARBORN ST., CHICAGO, ILL.

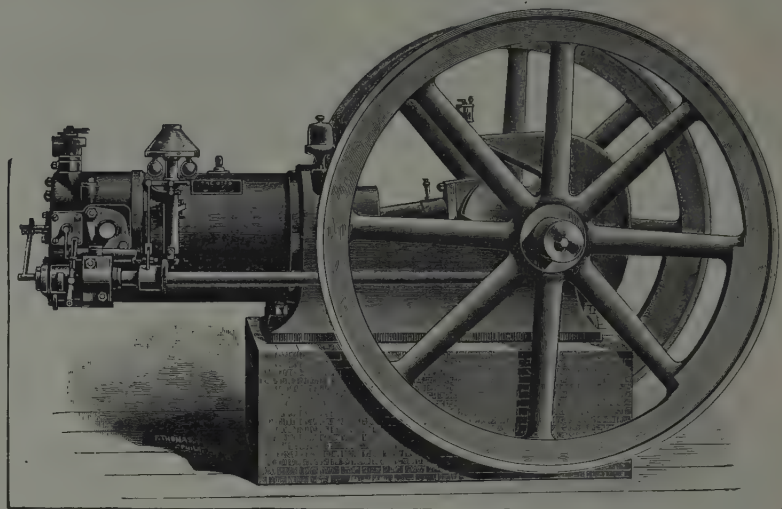
THE "OTTO" GASOLINE ENGINES.

STATIONARY, PORTABLE AND MARINE.

SIMPLEST IN CONSTRUCTION,
SAFEST AND EASIEST TO OPERATE,
SUREST TO GIVE SATISFACTION.

50,000 OTTO'S IN USE.

OFFICES:
 { 360 Dearborn Street, CHICAGO.
 { 321 S. 15th Street, OMAHA.
 { 313 Third St., South, MINNEAPOLIS.
 { 35 E. Ohio Street, INDIANAPOLIS.



Factory: THE OTTO GAS ENGINE WORKS, PHILADELPHIA.

\$2.00 \$2.50 \$1.00



PUBLISHED THE FIRST DAY OF EVERY MONTH.

ESTABLISHED IN 1873.

The Best Exponent of Modern Milling.

SUBSCRIPTION PRICE,

\$2.00 PER YEAR.

Each number is worth the cost of an entire year's subscription to every man in the trade.

SEND FOR SAMPLE COPY.

ADDRESS

— FOR —

BOTH
FOR ONE YEAR.

You can get such value nowhere else for your money. Many readers want a paper that comes twice a month. THE AMERICAN MILLER and THE ELEVATOR are offered at less than such a paper could be given for. You need them both in your business.

\$2.50

Two Papers a Month.



PUBLISHED THE FIFTEENTH OF EVERY MONTH.

ESTABLISHED IN 1882.

Subscription Price, Only \$1.00 Per Year.

Each Number Contains 44 Pages of Valuable Matter.

THE AMERICAN ELEVATOR AND GRAIN TRADE is the only paper of its class in the field.

Mitchell Bros. Co.

PUBLISHERS,

184 & 186 Dearborn St., CHICAGO, ILL.

RITER-CONLEY MFG. CO.,

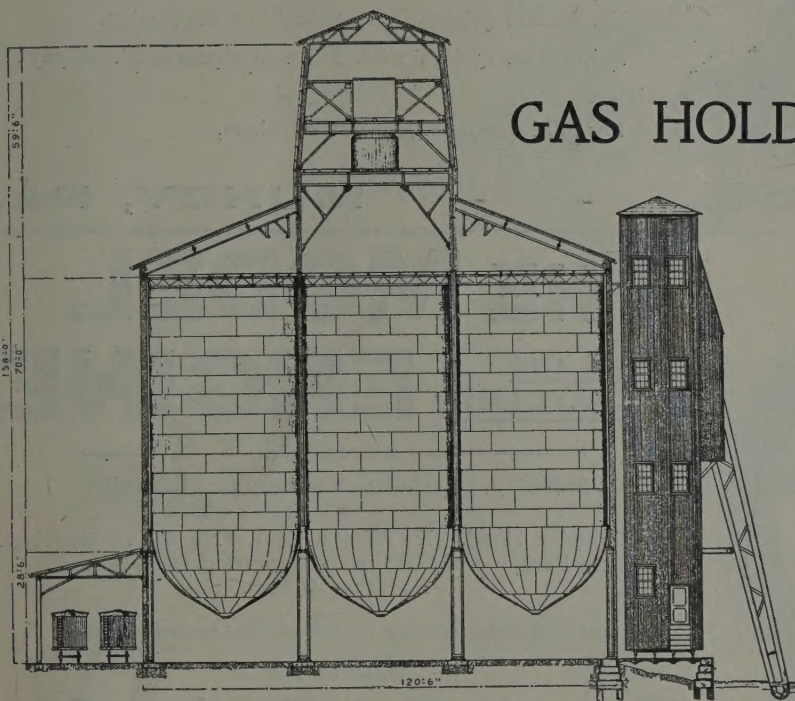
MANUFACTURERS, ENGINEERS, CONTRACTORS.

GRAIN ELEVATORS OF STEEL,
 ALSO
 GAS HOLDERS WITH STEEL TANKS,

WATER AND OIL TANKS,
 STEEL BUILDINGS, STEEL STACKS AND
 STEEL CONSTRUCTION OF EVERY DESCRIPTION,

Designed, Furnished and Erected
 In All Parts of the World.

General Office, Water Street, Pittsburg.
 Plate, Tank and Boiler Works, First, Second and Third Aves
 Structural Works, Preble Avenue, Allegheny City, Pa.
 New York Office, 39 and 41 Cortlandt Street.
 Long-Distance Telephone Connections.



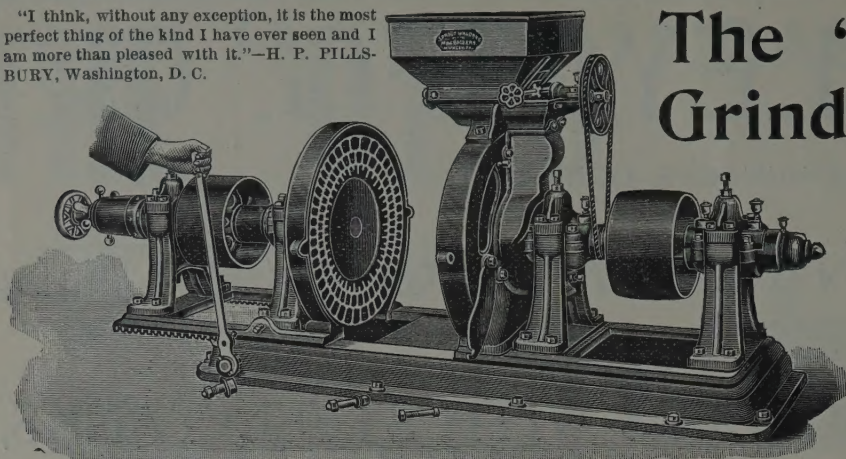
Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.



This space is reserved
 for the S. Howes Co., Sil-
 ver Creek, N. Y., to ad-
 vertise their new Eureka
 Elevator Separator.



"I think, without any exception, it is the most perfect thing of the kind I have ever seen and I am more than pleased with it."—H. P. PILLSBURY, Washington, D. C.



The "Muncy" Attrition Grinding Mill.

Contains Relief Springs, Movable Base, Self-Oiling Bearings, and our Patent Ball Bearing at end of shaft.

Capacity 3,000 to 5,000 pounds of meal and feed per hour.

Easiest and quickest operated mill on the market.

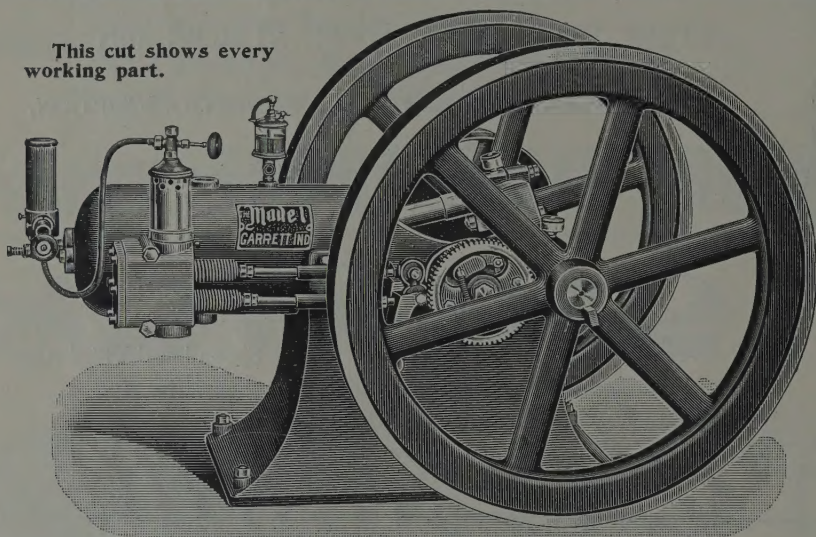
Shipped on 15 days' trial. If not as represented, we pay all freights.

For full information, write the makers,

SPROUT, WALDRON & CO.,

MUNCY, PA.

This cut shows every working part.



THE MODEL GAS AND GASOLINE ENGINE

—UNEXCELLED IN—

Simplicity, Durability, Economy and Reliability.

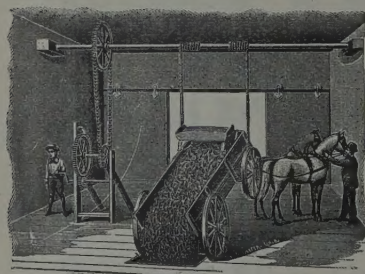
No Cylinder Head. No Water Joint. No Air to Regulate.
No Pumping of Gasoline. Uses from $\frac{1}{3}$ to $\frac{1}{2}$ less Fuel than Others.

Send for catalogue, prices and our guarantee, and compare with others.

—BUILT BY THE—

Garrett Gas Engine Co.,
GARRETT, IND., U. S. A.

SMITH'S Automatic Warehouse and Elevator Machinery.

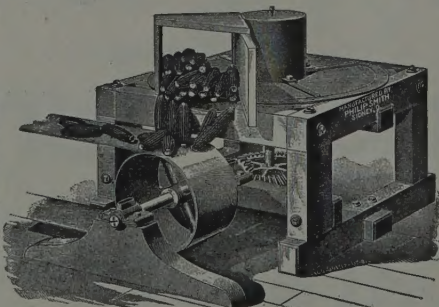


I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

The accompanying cut is an exact representation of my Latest Improved Overhead Dump, which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.

The Marquis Patent Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



Agents Wanted to Sell Our Full Line of Corn and Elevator Machinery.

PHILIP SMITH,
SIDNEY, OHIO.

The
Standard
of all
Transmission
Ropes.



Has been
tested by the
largest users
in the
country.

AJAX runs the longest and largest drive in the world at Pensacola, Florida.

AJAX drives the new mammoth grain elevator in Manchester, Eng.

AJAX drives the great machinery of the Illinois Steel Co.

Use Ajax and Run no Risk of Accident.

H. CHANNON CO.,

24 AND 26 MARKET ST., CHICAGO.

CAN'T STOP IT—*The increasing popularity of***The CLIPPER****POWER AND HAND**

EVERYBODY DOES NOT USE
OUR MACHINES. HOWEVER,
3,000 WERE SOLD LAST YEAR,
DEMONSTRATING THEIR . . .
GOOD QUALITIES.

**Grain, Seed and
Bean Cleaners.**

MANUFACTURED BY

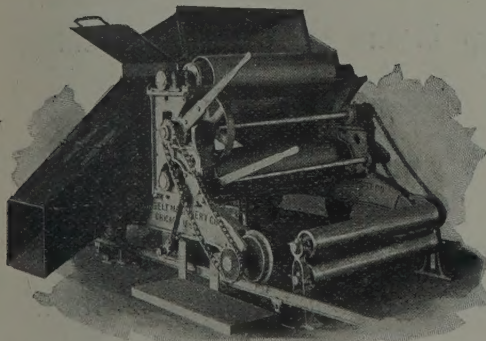
A. T. FERRELL & CO., SAGINAW, MICH.

SUCCESSORS TO FERRELL, PRAME & OZIER.

THE LINK-BELT MACHINERY CO.ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.**GRAIN ELEVATOR MACHINERY**

INCLUDING

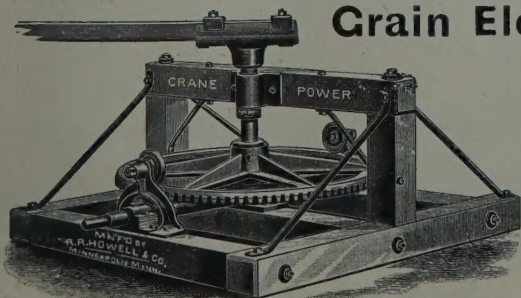
Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.



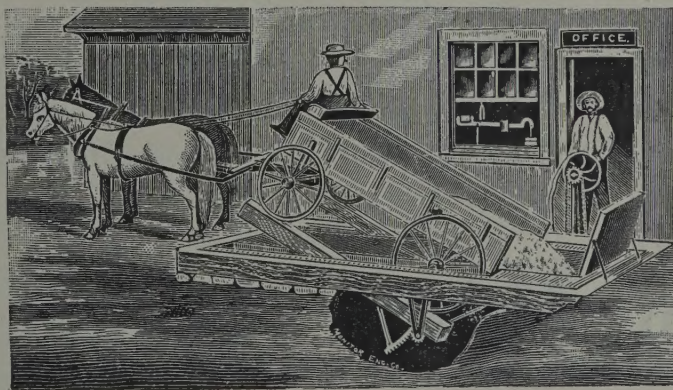
LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

THE ORIGINAL CRANE POWER.

Specially adapted for use in

Grain Elevators.

We also furnish complete elevator equipments, including Car Pullers, Grain Shovels, Wagon Dumps, Sprocket Wheels, Chain, Boxes, etc. If you are in the market for elevator supplies don't fail to correspond with us.

R. R. Howell & Co., Minneapolis, Minn.**Gold Dollars**

At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

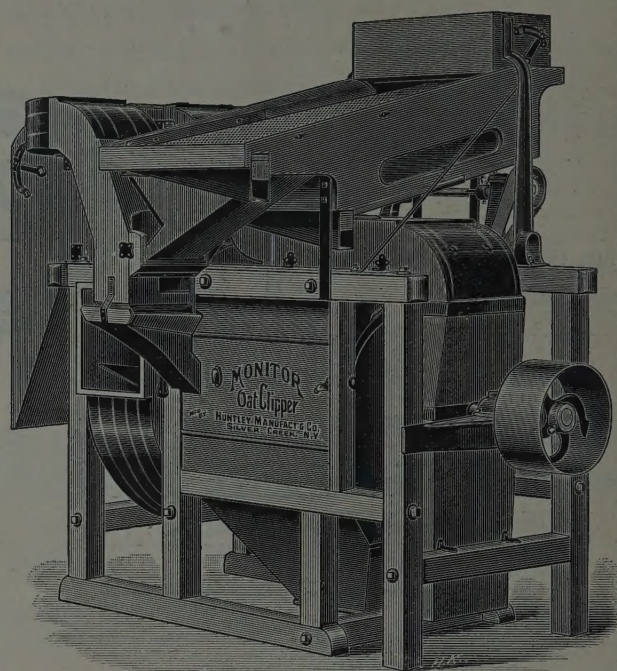
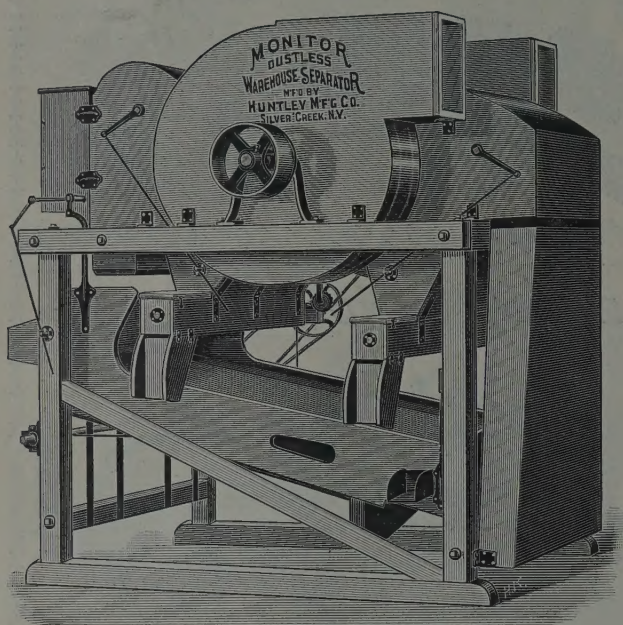
Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

Grain Cleaners.—Oat Clippers.



THE MONITORS.

The superiority of the "Monitors" over every other machine for the purpose is conceded by all experts in oat clipping and grain cleaning.

Acknowledged to be the best built, the lightest running and the most economical to use.

If there is a prominent modern elevator in your vicinity, step in and examine the machines. You will find them at work. Then judge for yourself.

The Monitor Smutter

Will clean your smutty wheat, if you have any, and bring it up to grade. You know what this means.

We are leaders in this line, and manufacture only high-grade machines.

We do not offer them in competition with any other make of clippers or cleaners or smutters, so far as price is concerned. It is poor policy to place a machine on the basis of price only.

—WRITE US—

Huntley Mfg. Co., Silver Creek, N. Y.